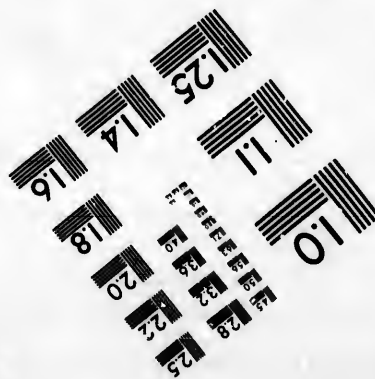
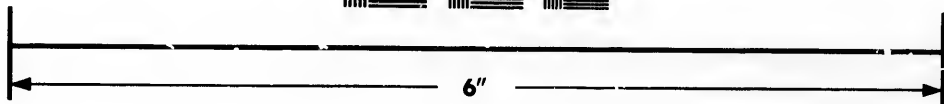
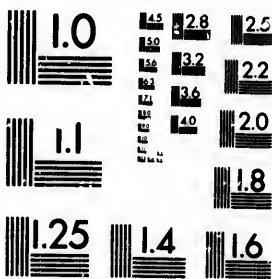


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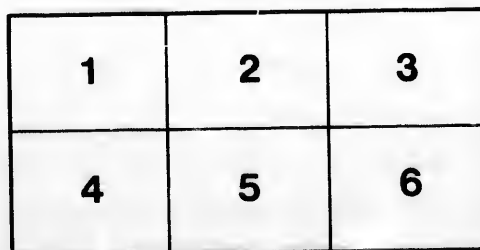
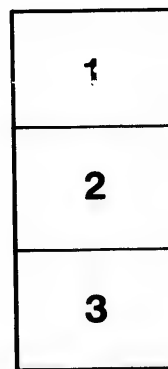
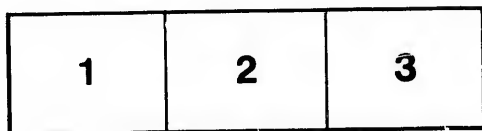
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With Inform

*Can. Canadian Pacific  
Pac. Railway Co.*

CORRECTED TO AUGUST 16TH, 1899

*Bell*

**Canadian**  
**Pacific**  
**Railway**

**Annotated  
Time Table**

...OF THE...

**Great  
Transcontinental  
Route**

With Information as to C.P.R. Transcontinental Route

MEMO. EDITION

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Corrected to August 16th, 1899

Canadian  
Pacific  
Railway

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ANNOTATED  
TIME TABLE

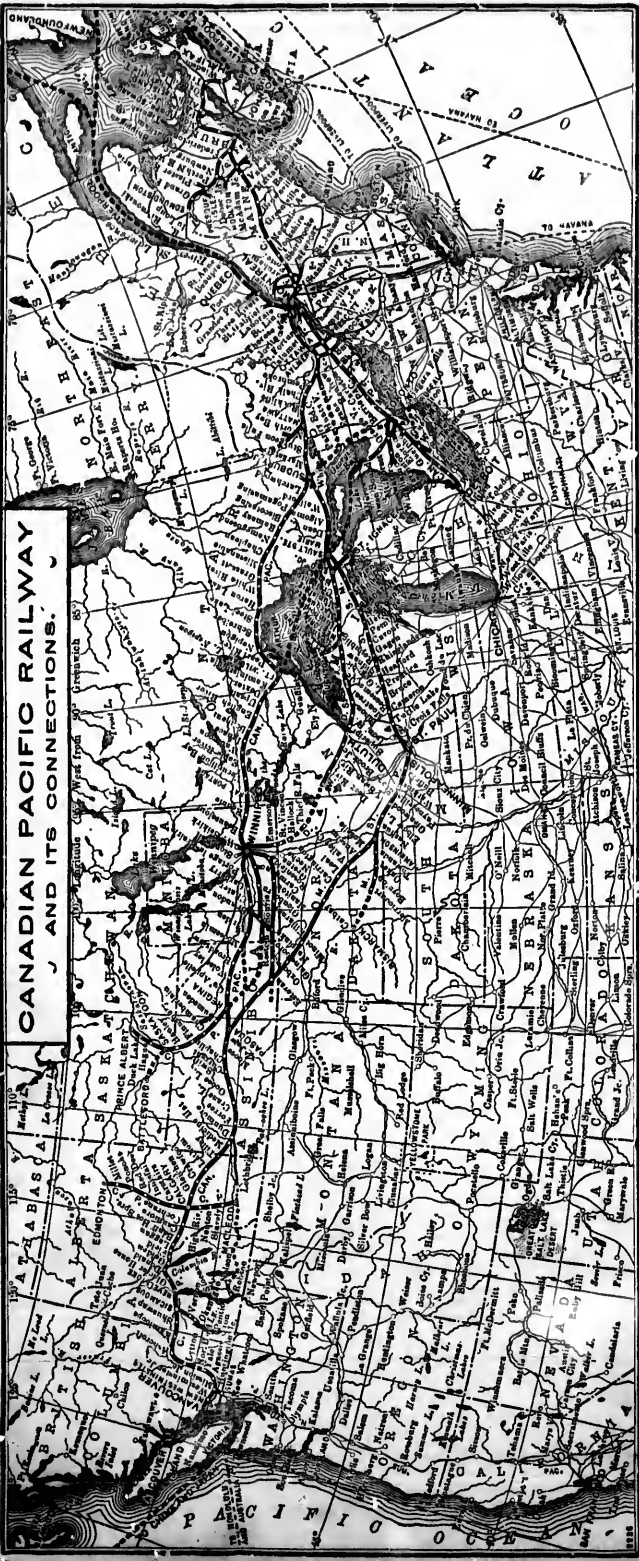
WITH INFORMATION AS TO C. P. R.  
TRANSCONTINENTAL ROUTES

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The Company does not undertake that trains shall start or arrive at the times herein specified, nor will it be accountable for any loss, inconvenience or injury which may arise from delays or detention; nor will it be responsible for any delay, detention, loss or injury whatsoever arising off its lines or from the acts or defaults of other parties, nor for the correctness of the times over the lines of other companies, nor for the arrival of this Company's own trains in time for, or to connect with, the nominally corresponding trains or steamers of this or any other company.

Steamship sailings herein are weather permitting; and for river, gulf, lake and ferry steamers are during season of navigation only. Ferry at Quebec, Prescott and Detroit, and Steamship sailings from Vancouver, Victoria and San Francisco, and Pacific Coast are all the year.





**CANADIAN PACIFIC RAILWAY  
AND ITS CONNECTIONS.**

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# Transcontinental Route

WESTBOUND

## CONDENSED TIME TABLE

| STATIONS   | 1-IMPERIAL LIMITED |  |       |       |       |       |       |       |
|--|--------------------|--|-------|-------|-------|-------|-------|-------|
|  | TIME               | DAYS OF WEEK   |       |       |       |       |       |       |
| NEW YORK, via Montreal.....Lv                                  | 7.30 pm            | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| New York Central Rd.....Lv                                     | 7.30 pm            | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| NEW YORK, via Montreal.....Lv                                  | 6.25 pm            | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| D. & H. Rd.....Lv  | 6.25 pm            | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| NEW YORK, via Toronto.....Lv                                   | 8.00 pm            | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| New York Central Rd.....Lv                                     | 7.30 pm            | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| NEW YORK, via Prescott.....Lv                                  | 8.30 am            | Sat  | Me    | Tu    | We    | Th    | Fri   | ..... |
| New York Central Rd.....Lv                                     | 8.00 pm            | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| Boston, via Montreal.....Lv                                    | 8.00 pm            | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| Portland, Me., via Montreal.....Lv                             | 8.40 pm            | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| ITALIAX, N.S.....Lv  | 8.00 am            | .....  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| St. John, N.B.....Lv   | 5.10 pm            | .....  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| Quebec.....Lv  | 10.30 pm           | Sun  | Mo    | Tu    | We    | Th    | Fri   | Sat   |
| MONTREAL, Windsor St.....Lv                                    | 9.30 am            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Prescott.....Lv  | 7.20 am            | Mo   | Tu    | We    | Th    | Fri   | Sat   | ..... |
| Brockville.....Lv  | 7.00 am            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Ottawa.....Lv  | 1.25 pm            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Carleton Junction.....Lv                                       | 2.21 pm            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Pembroke.....Lv  | 4.30 pm            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| NORTH BAY.....Ar   | 8.40 pm            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Buffalo.....Lv   | 7.45 am            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Brantford.....Lv   | 8.45 am            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Hamilton.....Lv  | 9.55 am            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Toronto, G.T.R.....Lv  | 1.00 pm            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| NORTH BAY, G.T.R.....Ar  | 8.15 pm            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| NORTH BAY.....Lv   | 8.55 pm            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Sudbury.....Lv   | 11.00 pm           | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| Chapleau.....Lv  | 4.50 am            | Tu   | We    | Th    | Fri   | Sat   | Sun   | Mo    |
| Nepigon.....Lv   | 3.12 pm            | Tu   | We    | Th    | Fri   | Sat   | Sun   | Mo    |
| PORT ARTHUR.....Lv   | 5.05 pm            | Tu   | We    | Th    | Fri   | Sat   | Sun   | Mo    |
| PORT WILLIAM (East. Time).....Ar                               | 5.25 pm            | Tu   | We    | Th    | Fri   | Sat   | Sun   | Mo    |
| Toronto.....Lv   | 1.30 pm            | .....  | Tu    | ..... | Th    | ..... | Sat   | ..... |
| Owen Sound.....Lv  | 5.30 pm            | .....  | ..... | ..... | ..... | ..... | ..... | ..... |
| Sault Ste. Marie.....Lv  | 12.30 pm           | .....  | ..... | We    | ..... | Fri   | ..... | Su    |
| PORT ARTHUR.....Ar   | 12.00 pm           | .....  | ..... | ..... | ..... | ..... | ..... | Mo    |
| PORT WILLIAM (Cent. Time).....Ar                               | 11.00 am           | .....  | ..... | ..... | ..... | ..... | ..... | Mo    |
| FORT WILLIAM (Central Time).....Lv                             | 10.55              | .....  | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| WINNIPEG.....Ar  | 6.30               | We   | Th    | Fri   | Sat   | Sun   | Mo    | Tu    |
| Winnipeg.....Lv  | 7.15               | We   | Th    | Fri   | Sat   | Sun   | Mo    | Tu    |
| Portage la Prairie.....Lv                                      | 8.50               | We   | Th    | Fri   | Sat   | Sun   | Mo    | Tu    |
| Brandon (Mount. Time).....Lv                                   | 10.12              | We   | Th    | Fri   | Sat   | Sun   | Mo    | Tu    |
| Broadview.....Lv   | 14.24              | We   | Th    | Fri   | Sat   | Sun   | Mo    | Tu    |
| Regina.....Lv  | 17.45              | We   | Th    | Fri   | Sat   | Sun   | Mo    | Tu    |
| St. Paul.....Lv  | 6.00 pm            | Tu   | We    | Th    | Fri   | Sat   | Sun   | Mo    |
| Minneapolis.....Lv   | 6.40 pm            | Tu   | We    | Th    | Fri   | Sat   | Sun   | Mo    |
| Nece Jaw.....Lv  | 18.30              | We   | Th    | Fri   | Sat   | Sun   | Mo    | Tu    |
| Medicine Hat.....Lv  | 2.48               | Th   | Fri   | Sat   | Sun   | Mo    | Tu    | We    |
| Calgary.....Lv   | 8.10               | Th   | Fri   | Sat   | Sun   | Mo    | Tu    | We    |
| BANFF HOT SPRINGS.....Lv                                       | 11.35              | Th   | Fri   | Sat   | Sun   | Mo    | Tu    | We    |
| Field (Pacific Time).....Lv                                    | 14.00              | Th   | Fri   | Sat   | Sun   | Mo    | Tu    | We    |
| GLACIER.....Lv   | 18.52              | Th   | Fri   | Sat   | Sun   | Mo    | Tu    | We    |
| BEVELSTOCK.....Lv  | 24.20              | Th   | Fri   | Sat   | Sun   | Mo    | Tu    | We    |
| NORTH BEND.....Lv  | 8.05               | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| MISSION JUNC.....Lv  | 11.15              | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| Abbotsford.....Lv  | 11.38              | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| SUMAS.....Lv   | 11.45              | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| Sumas City, Seattle & Int. Ry.....Lv                           | 11.55 am           | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| Snohomish.....Ar   | 3.18 pm            | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| Seattle, Wash.....Ar   | 4.55 pm            | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| Tacoma, Wash. N. P. Rd.....Ar                                  | 11.00 pm           | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| Tacoma, Wash. N. P. Ed.....Ar                                  | 12.15 am           | Sat  | Sun   | Mo    | Tu    | We    | Th    | Fri   |
| Portland, C.....Ar   | 7.00 am            | Sat  | Sun   | Mo    | Tu    | We    | Th    | Fri   |
| Sacramento, Cal., So. Pac. Rd.....Ar                           | 3.55 am            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| SAN FRANCISCO, Cal., So. Pac. Rd., Ar                          | 7.45 am            | Mo   | Tu    | We    | Th    | Fri   | Sat   | Sun   |
| MISSION JUNC.....Lv  | 11.25              | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| New Westminster.....Ar   | 12.58              | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| VANCOUVER.....Ar   | 13.15              | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| Victoria, via Can. Pac. Nav. Co., Ar                           | 19.45              | Fri  | Sat   | Sun   | Mo    | Tu    | We    | Th    |
| Victoria for San Francisco via Pacific Coast S. S. Line.....Lv | 8.00 pm            | Aug. 12, 17, 22, 27; Sept. 1, 6, 11, 16, 21, 26; Oct. 1, 6, 11, 16, 21, 26, 31; Nov. 5, 10, 15, 20, 25, 1899 |       |       |       |       |       |       |
| San Francisco via Pacific Coast S. S. Line.....Ar              | am                 | Aug. 15, 20, 25, 30; Sept. 4, 9, 14, 19, 24, 29; Oct. 4, 9, 14, 19, 24, 29; Nov. 3, 8, 13, 18, 23, 28, 1899. |       |       |       |       |       |       |
| Victoria, B.O., F.S. & A.S.S.Co., Lv                           | 8.30 pm            | Fri  | Sat   | ..... | Mo    | Tu    | We    | Th    |
| FortYowensend, Wash. F.S. & A.S.S.Co., Ar                      | 12.00 am           | Sat  | Sun   | ..... | Tu    | We    | Th    | Fri   |
| Seattle, Wash., P.S. & A.S.S.Co., Ar                           | 6.30 am            | Sat  | Sun   | ..... | Tu    | We    | Th    | Fri   |
| Tacoma, Wash., P.S. & A.S.S.Co., Ar                            | .....              | Sun  | ..... | ..... | ..... | ..... | ..... | ..... |

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.  
 \* Ap. approximate time.  
 If water is low on Lake Superior, O. P. steamers may omit Fort Arthur, calling only at Fort William, See page 71.

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# Transcontinental Route

## EASTBOUND

### CONDENSED TIME TABLE

| STATIONS |  | 2-IMPERIAL LIMITED |  |     |     |     |     |     |     |     |     |     |  |
|----------|--|--------------------|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
|          |  | TIME               | DAYS OF WEEK   |     |     |     |     |     |     |     |     |     |  |
|          |  |                    | We   | Th  | Fri | Sat | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          |  |                    | We   | Th  | Fri | Sat | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          |  |                    | We   | Th  | Fri | Sat | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | TACOMA, Wash., P.S. & A.S.S.Co. Lv                       | 8.30 am            |  |     |     |     |     |     |     |     |     |     |  |
|          | Seattle, Wash., P.S. & A.S.S.Co. Lv                      | 1.30 pm            |  |     |     |     |     |     |     |     |     |     |  |
|          | Port Townsend, Wash. P.S. & A.S.S.Co. Lv                 | 5.30 pm            |  |     |     |     |     |     |     |     |     |     |  |
|          | Victoria, B. C., P.S. & A.S.S.Co. Ar                     |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | San Francisco for Victoria, via Pacific Coast S. S. Line | 10.00 am           | { Aug. 17, 19, 24, 29; Sept. 8, 8, 13, 18, 23, 28; Oct. 3, 8, 13, 18, 23, 28; Nov. 2, 7, 12, 17, 22, 27, 1899.<br>{ Aug. 16, 21, 26, 31; Sept. 5, 10, 15, 20, 25, 30; Oct. 5, 10, 15, 20, 25, 30; Nov. 4, 9, 14, 19, 24, 1899. |     |     |     |     |     |     |     |     |     |  |
|          | Victoria, via Pacific Coast S. S. Line                   |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | Victoria, B.C., O. P. Nav. Co. Lv                        | 1.00               | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | VANCOUVER, B.C. Ar                                       | 8.00               | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | VANCOUVER, B.C. Lv                                       | 13.15              | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | New Westminster, B. C. Lv                                | 15.15              | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | SAN FRANCISCO, So. Pac. Rd. Lv                           | 7.00 pm            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Sacramento, So. Pac. Rd. Lv                              | 11.00 pm           | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Portland, Ore. Nor. Pac. Rd. Lv                          | 11.30 pm           | We   | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri |  |
|          | Tacoma, Wash., N. P. Rd. Lv                              | 6.05 am            | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | Seattle, Wash., Seattle & Int. Ry. Lv                    | 8.45 am            | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | Leahomish, " Lv  | 10.23 am           | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | Sumas City, " Ar   | 2.00 pm            | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | SUMAS Ar   | 14.15              | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | Abbotsford, " Lv   | 14.27              | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | MISSION JUNC. Ar   | 14.50              | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | MISSION JUNC. (Pacific Time) Lv                          | 15.05              | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | NORTH BEND, " Lv   | 18.10              | Th   | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat |  |
|          | REVELSTOCK, " Lv   | 4.45               | Fri  | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun |  |
|          | GLACIER, " Lv  | 7.50               | Fri  | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun |  |
|          | Field, " Lv  | 12.30              | Fri  | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun |  |
|          | BANFF HOT SPRINGS (Mount. Time) Lv                       | 16.10              | Fri  | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun |  |
|          | Calgary, " Lv  | 19.20              | Fri  | Sat | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun |  |
|          | Medicine Hat, " Lv                                       | 24.27              | Sat  | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  |  |
|          | Moose Jaw, " Ar  | 8.25               | Sat  | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  |  |
|          | Minneapolis, Soc. Line Ar                                | 9.05 am            | Sun  | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  |  |
|          | St. Paul, " Ar   | 9.45 am            | Sun  | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  |  |
|          | Regina, " Lv   | 10.05              | Sat  | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  |  |
|          | Ibroadview, " Lv   | 12.65              | Sat  | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  |  |
|          | Brandon (Cent. Time), " Lv                               | 17.45              | Sat  | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  |  |
|          | Portage la Prairie, " Lv                                 | 19.48              | Sat  | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  |  |
|          | WINNIPEG, " Ar   | 21.20              | Sat  | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  |  |
|          | WINNIPEG, " Lv   | 21.50              | Sat  | Sun | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  |  |
|          | FORT WILLIAM (Cent. Time) Ar                             | 10.30              | Sun  | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  |  |
|          | FORT WILLIAM, { C. Time Lv 10.30 am Sun                  |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | FORT WILLIAM, { E. Time Lv 11.30 am Sun                  |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | PORT ARTHUR, { C.P. & S. Line Lv 12.00 n'n Sun           |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | Sault Ste. Marie, " Lv 12.00 n'n Sun                     |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | Owen Sound, " Ar 7.00 am Tu                              |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | Toronto, " Ar 12.45 pm Tu                                |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | FORT WILLIAM (East. Time) Lv                             | 11.50 am           | Sun  | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  |  |
|          | PORT ARTHUR, " Lv  | 12.05 pm           | Sun  | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  |  |
|          | Nepigon, " Lv  | 1.53 pm            | Sun  | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  |  |
|          | Chapleau, " Lv   | 11.35 pm           | Sun  | Mo  | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  |  |
|          | Sudbury, " Lv  | 5.10 am            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | North Bay, " Lv  | 7.10 am            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | North Bay, G.T.R. Lv                                     | 7.40 am            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Toronto, " Ar  | 3.10 pm            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Hamilton, " Ar   | 6.15 pm            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Brantford, " Ar  | 6.37 pm            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Buffalo, " Ar  | 8.25 pm            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | North Bay, " Lv  | 7.25 am            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Pembroke, " Ar   | 11.20 am           | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Carlton Junction, " Lv                                   | 1.27 pm            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Ottawa, " Ar   | 2.15 pm            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Brockville, " Ar   | 9.55 pm            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Prescott, " Ar   | 10.10 am           | Tu   | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  |  |
|          | Montreal, Windsor St. Ar                                 | 6.10 pm            | Mo   | Tu  | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  |  |
|          | Quebec, " Ar   | 7.00 am            | Tu   | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  |  |
|          | St. John, N.B. Ar  | 11.35 am           | Tu   | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  |  |
|          | HALIFAX, N.S. Ar   | 8.50 pm            | Tu   | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  |  |
|          | Portland, Me. Ar   | 8.05 am            | Tu   | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  |  |
|          | Boston, Mass. Ar   | 8.10 am            | Tu   | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  |  |
|          | NEW YORK, via Prescott, " Ar                             |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | New York Central Rd. Lv                                  | 6.00 pm            | We   | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri |  |
|          | NEW YORK, via Toronto, " Ar                              |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | New York Central Rd. Lv                                  | 8.00 am            | Tu   | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  |  |
|          | Eric Rd. Ar  | 6.17 am            | We   | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  | Fri |  |
|          | NEW YORK, via Montreal, " Ar                             |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | New York Central Rd. Lv                                  | 8.20 am            | Tu   | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  |  |
|          | NEW YORK, via Montreal, " Ar                             |                    |  |     |     |     |     |     |     |     |     |     |  |
|          | D. & B. Rd. Lv   | 7.20 am            | Tu   | We  | Th  | Fri | Sat | Sun | Mo  | Tu  | We  | Th  |  |

Columns headed "Days of Week" will show day of arrival at destination by following same column from starting point on the day journey is commenced.

Passengers intending to leave Vancouver on Monday will take steamer leaving Victoria 23 o'clock night previous.

v Approximate time.

If water is low on Lake Superior, C. P. steamers may omit Port Arthur, calling only at Fort William. See page 71.

# Canadian Pacific Railway

## ANNOTATED TIME TABLE

QUEBEC and MONTREAL: 172 Miles

Eastern Division

| Miles from Mont <sup>l</sup> | West-bound Train      | STATIONS—DESCRIPTIVE NOTES   | East-bound Train                | Miles from Vanc <sup>o</sup> v <sup>r</sup> |
|------------------------------|-----------------------|--|---------------------------------|---|
| 172                          | LEAVE<br>2.00<br>P.M. | <p><b>Quebec</b>—Population 75,000. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the highlands, the public buildings, churches, convents, schools, business blocks and hotels, chief among which on Dufferin Terrace is the Chateau Frontenac, a magnificent fireproof structure, are found. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The lower valley of the St. Lawrence and the northern lumbering regions draw their merchandise from this centre. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport. The railways reaching the city are the Canadian Pacific and Quebec &amp; Lake St. John, the latter extending to Lake St. John, Chicoutimi, and the headwaters of the Saguenay. To Levis on the opposite bank of the St. Lawrence come the Grand Trunk, the Intercolonial, and the Quebec Central. Transatlantic steamers of the Allan, Dominion, Beaver and Hansa lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.</p> | ARRIVE<br>2.30<br>P.M.          | 3058  |
|                              | WEEK DAYS.            |  | WEEK DAYS                       | Places of Interest                          |
|                              | EASTERN STANDARD TIME |  | Railway & steamship connections |   |

<sup>l</sup> Additional trains leave Quebec for Montreal at 8.00 a.m. (week days only), 10.30 p.m. daily, Sunday included, arriving Montreal at 2.00 p.m. and 6.00 a.m. Sunday train leaves Quebec at 12.25 p.m., arriving Montreal at 6.30 p.m.



| Miles from Montreal | West-bound Train | STATIONS—DESCRIPTIVE NOTES  |   | East-bound Train | Miles from Vanc'v |
|---------------------|------------------|---|---|------------------|-------------------|
|                     | <b>LEAVE</b>     |   |   | <b>LEAVE</b>     |                   |
| 165                 |                  | <b>Lorette</b>  | <p>Are ancient settlements, originally seignories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams, and one of them (the Jacques-Cartier) is a noted salmon river. All the villages are quaint and picturesque in the highest degree, and French is almost universally spoken. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 2,500) is a thriving factory town devoted principally to shoemaking and wood-pulp. From <i>Piles Junction</i> a branch line extends to the farming district of GRAND PILES, 22 miles northward, near the great Shawanegan Falls in the St. Maurice, a stream affording fine fishing. Just below the falls is the prosperous village of Grand Mere, at which are the extensive works of the Laurentides Pulp Company.</p> | 2.12             | 3046              |
| 159                 | No               | <b>Belair</b>   |   | 2.57             | 3040              |
| 146                 | Stop             | <b>Pont Rouge</b>   |   | 1.33             | 3027              |
| 142                 |                  | <b>St. Bazile</b>   |   | 1.23             | 3023              |
| 137                 | 2.53             | <b>Portneuf</b>   |   | 1.15             | 3018              |
| 133                 |                  | <b>Deschambault</b>   |   | 1.04             | 3014              |
| 130                 |                  | <b>Lachevrotiere</b>  |   | 12.50            | 3011              |
| 127                 |                  | <b>Grondines</b>  |   | 12.52            | 3008              |
| 119                 | No               | <b>Ste. Anne de la Perade</b>   |   | 12.36            | 3000              |
| 114                 | Stop             | <b>Batiscan</b>   |   | 12.26            | 2995              |
| 107                 |                  | <b>Champlain</b>  |   | 12.11            | 2988              |
| 97                  |                  | <b>Piles Junction</b>   |   | 11.52            | 2978              |
|                     |                  |   |   | A. M.            |                   |
| 95                  | 3.58 P.M.        | <b>Three Rivers</b> —Population 10,000. At the mouth of the St. Maurice, and at the head of tide-water in the St. Lawrence. It was founded in 1618, and played an important part in the early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over \$1,000,000 has been invested in mills and booms above the city, where logs are accumulated. There are large iron works and machine shops here, making stoves and car wheels in great numbers from the bog-iron ore of the vicinity. Steamers ply daily to adjacent river villages. |   | 11.45            | 2976              |
|                     |                  | St. Maurice River   | Mills and iron works  |                  |                   |
|                     |                  |   | A. M.   |                  |                   |
| 87                  | No               | <b>Pointe du Lac</b>  | 11.22   | 2968             |                   |
| 50                  | Stop             | <b>Yamachiche</b>   | 11.08   | 2961             |                   |
| 74                  | 4.30             | <b>Louiseville</b>  | 10.55   | 2955             |                   |
| 70                  |                  | <b>Maskinonge</b>   | 10.45   | 2951             |                   |
| 64                  | No               | <b>St. Bartheleml</b>   | 10.35   | 2945             |                   |
| 60                  | Stop             | <b>St. Cuthbert</b>   | 10.26   | 2941             |                   |
| 57                  | 4.53             | <b>Berthier Junc.</b>   | 10.21   | 2938             |                   |
| 48                  | 5.06             | <b>Lanorale</b>   | 10.04   | 2929             |                   |
|                     | P.M.             | river. This is for the most part a  | A. M.   |                  |                   |

! Refreshment Station.





| Miles from Montreal | West-bound Train  | STATIONS—DESCRIPTIVE NOTES  | East-bound Train | Miles from Vancouver |
|---------------------|-------------------|---|------------------|----------------------|
|                     | LEAVE             |   | LEAVE            |                      |
|                     |                   | perfectly level and closely cultivated plain, cut up into the narrow fields that characterize French farming districts throughout the older parts of Quebec, and result from the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings. Near <i>Louiseville</i> (pop. 1,800), where Lake St. Peter is seen, are the <i>St. LEON</i> (Saline) SPRINGS, a popular watering-place and health resort. <i>Berthier</i> and <i>Lanoraie</i> junctions are the stations for populous river-landings of the same names, reached by short branch lines; the former has a population of 2,000. |                  |                      |
|                     | Ancient customs   |   | Lake St. Peter   |                      |
| 48                  |                   | <b>Joliette Junc.</b>   | 10.02            | 2929                 |
| 43                  |                   | <b>La Valtrie</b>   | 9.53             | 2924                 |
| 39                  | No                | <b>Vaucluse</b>   | 9.45             | 2920                 |
| 35                  | Stop              | <b>L'Epiphanie</b>  | 9.38             | 2916                 |
| 26                  |                   | <b>St. Henri</b>  | 9.21             | 2907                 |
| 23                  |                   | <b>Terrebonne</b>   | 9.15             | 2904                 |
| 17                  |                   | <b>St. Vincent de Paul</b>  | 9.04             | 2898                 |
| 12                  | P. M. 6.00        | <b>St. Martin Junc.</b>   | 8.55             | 2894                 |
| 10                  | 6.06              | <b>Sault aux Re-collets</b>   | f8.44            | 2886                 |
| 5                   | 6.17              | <b>Mile-End</b>   | 8.35             | 2901                 |
|                     | WEEK DAYS.        | the neighboring cities, and in railway bridge-building, and other heavy masonry. The large building passed at <i>St. Vincent de Paul</i> is the provincial penitentiary. At <i>St. Martin Junction</i> the main transcontinental line is joined and followed around the base of Mount Royal into Montreal.  | WEEK DAYS.       |                      |
| 0                   | ARRIVE 6.30 P. M. | <b>Montreal</b> —Place Viger Station and hotel, a new and handsome structure erected and operated by the Canadian Pacific Ry. Co.   | A. M. 8.20 LEAVE | 2906                 |

|| Refreshment Stations.

f Flag Station.

‡ Additional trains leave Montreal for Quebec at 2.30 p.m. week days and 11.00 p.m. daily, Sundays included, arriving Quebec at 7.00 p.m. and 7.00 a.m. the following morning. Sunday train leaves Montreal at 3.30 p.m., arriving Quebec at 9.50 a.m.



# Short Line

**HALIFAX AND MONTREAL: 756 Miles**

**Atlantic Division**

| Miles from Halifax | West-bound Train           | STATIONS—DESCRIPTIVE NOTES  | East-bound Train                             | Miles from Vancouver |
|--------------------|----------------------------|---|--|----------------------|
| 0                  | A. M.<br>8.00              | <p><b>Halifax</b>—Population 40,000. The capital of Nova Scotia, and from its long association with the military and navy of the Mother Country, the most thoroughly British city on the continent. The fame of its magnificent harbor is known in every land, and it is universally acknowledged to be the finest in the world. Halifax is the present winter port for the English mail steamships, and is a British military and naval station. It is a strongly fortified city, chief of the fortifications being the Citadel, elevated 256 feet above sea-level, and commanding the city and harbor; McNab's and George's Islands in the harbor are also strongly fortified, the former said to be impregnable. The fortifications, the Arm, Bedford Basin, the Dockyard; Point Pleasant, a public resort owned by the Imperial authorities, and leased to the City of Halifax; the public buildings, gardens, etc., etc., are all worth a visit. Halifax has communication with all parts of the world by steamer and sailing vessels, and enjoys a very important trade with Europe, the United States, the West Indies, etc., etc.</p> | P. M.<br>8.50                                | 3666                 |
|                    | Leave daily except Sundays |   | Arrive daily except Sundays                  |                      |
|                    | Halifax                    |   | Communication by str. with West Indies, etc. |                      |
| 9                  | 8.20                       | <b>Bedford</b>  |  | 3657                 |
| 14                 | 8.29                       | <b>Windsor Junc.</b>  | 8.21   | 3652                 |
| 40                 | 9.10                       | <b>Shubenacadie</b>   | 7.40   | 3626                 |
| 41                 | 9.17                       | <b>Stewiacke</b>  | 7.33   | 3625                 |
|                    |                            | <p>tion to the west and south to Yarmouth, gives an alternate route to St. John, N.B., by a splendid steamer service across the Bay of Fundy, between Digby and that city. The railway traverses that land of national and romantic associations, the matchless Annapolis Valley, scene of many a stirring incident in olden days, and famed the world over as the home of Longfellow's <i>Evangeline</i>.</p>  |  |                      |
| 62                 | 9.50                       | <b>Truro</b> —Population 5,500. A pretty and thriving town in the midst of most picturesque scenery. Speckled trout   | 7.05   | 3604                 |

/ Flag Station.

Dining Car between Truro and Mattawamkeag.

**MEMORANDA**

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| Miles from Halifax | West-bound Train         | STATIONS—DESCRIPTIVE NOTES   | East-bound Train  | Miles from Vauq'r |
|--------------------|--------------------------|--|---|-------------------|
|                    | LEAVE                    | and lake trout fishing on the lakes and streams within driving distance is always good, and a few salmon are killed in the rivers each season. Moose are found in the Stewiacke Mountains, and cariboo about Pembroke; grouse are plentiful, and geese, brant, duck, curlew and snipe are common in the spring and fall. From Truro a branch line runs to Pictou, where steamers depart for Charlottetown, Prince Edward Island, and another branch runs to New Glasgow and to Mulgrave, on the Straits of Canso, connecting with steamers for Cape Breton Island, and with the extension of the railway through the Island to the Sydneys, from which historic Louisburg is now easily reached by rail. During the summer of 1898, a new service was inaugurated between Sydney and Port aux Basque, Newfoundland—the sea voyage only occupying six hours—there connecting with the Newfoundland Northern & Western Rd., which traverses the centre of the island to St. John's on the eastern coast. | LEAVE   |                   |
|                    | Trout and salmon fishing |  | Moose, cariboo & grouse shooting  |                   |
|                    | A. M.                    |  |   |                   |
| 79                 | 10.23                    | <b>Londonderry</b>   | The Acadian Iron Works are three miles from <i>Londonderry</i> , a branch line extending to them. <i>Oxford</i> has extensive factories,  | 6.22 3587         |
| 108                | 11.20                    | <b>Oxford Junction</b>   |   | 5.25 3558         |
| 121                | 11.50                    | <b>Spring Hill Junc.</b>   |   | 5.00 3545         |
| 138                | 12.22                    | <b>Amherst</b>   |   | 4.20 3528         |
| 148                | 12.41                    | <b>Sackville</b>   |   | 4.01 3518         |
| 179                | 1.45 P.M.                | <b>Painsec Junction</b>  | a profitable industry being the manufacture of the celebrated Oxford cloths. From Oxford Junction a branch runs to Pugwash and to Pictou. Near <i>Spring Hill</i> are important coal mines—and from here a branch line extends to the watering place of Parsboro on the Minas Basin. <i>Amherst</i> (pop. 4,000) is a flourishing little town with several good hotels. Shooting and fishing are both fair, the game comprising moose, geese and duck, and salmon trout are plentiful in the lakes. Near Amherst is the Chignecto ship railway (uncompleted) intended to connect the Straits of Northumberland with the Bay of Fundy, and a few miles further on are the remains of Fort Cumberland, of historic interest as the scene of hard-fought battles in the early days between the English and French. <i>Sackville</i> has a fine college and Methodist academies, and is situated in a choice grazing country. Railway connection is made with Cape Tormentine, from which Prince Edward Island is reached. From <i>Painsec Junction</i> a branch line extends to Point Du Chene, connecting with steamers for Summerside, Prince Edward Island. | 3.00 3487         |
|                    | Fishing and shooting     |  | Minas Basin   |                   |

MEMORANDA

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Vancouver

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25 3558  
00 3545  
20 3528  
01 3518  
00 3487

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| Miles from Halifax | West bound Train  | STATIONS—DESCRIPTIVE NOTES   | East bound Train  | Miles from Vancouver |
|--------------------|---|--|---|----------------------|
| 186                | <p><b>LEAVE</b><br/>2.05</p> <p>Head quarters of Intercolonial Ry.</p>          | <p><b>Moncton</b>—Population 9,500, situated on a bend of the Petitcodiac River. It is the centre of the Intercolonial Railway system and the head offices and workshops are located here. It has many important industries, prominent among which is a cotton factory. An interesting feature of the river is the "Bore" of the incoming tide, when the water rushes in with great force in a wave several feet high.</p>   | <p><b>LEAVE</b><br/>2.50</p> <p>High tide</p>   | 3486                 |
| 199                | P.M.<br>2.20  | <p><b>Salisbury</b></p> <p>The first part of the journey from Moncton to St. John lies through an unattractive region, but between Petitcodiac and Sussex is a fine farming country, and many pretty views are obtained from the train. In the beautiful Kennebecasis Valley are some of the finest New Brunswick farms. A great many small lakes lie to the East and South, where large trout are abundant. In the immediate vicinity is a wealth of scenery, the rounding hills and abrupt heights forming pictures that cannot fail to please.</p>  | 2.16  | 3467                 |
| 209                | 2.47  |  | 1.58  | 3457                 |
| 232                | 3.30  |  | 1.10  | 3434                 |
| 253                | 4.12  |  | P.M.  | 12.35                |
|                    |   | Pictur-<br>esque<br>scenery  | Hills<br>and<br>heights   |                      |
| 275                | <p>P.M.<br/>5.10</p> <p>Stately<br/>build-<br/>ings</p> <p>Bay of<br/>Fundy</p> | <p><b>St. John, N.B.</b>—Population 45,000. The wonderful "new city" that rose from the ashes of the terrible conflagration which destroyed old St. John in June, 1877, devastating nine miles of streets and causing a loss of between twenty and thirty millions of dollars. But her citizens were resolute and enterprising, and stately buildings soon filled the great gap left by the flames, and there is nothing to indicate the awful calamity to-day. Old St. John, with all her romantic tokens of French rule and Acadian simplicity, is lost, but new St. John fills her place admirably, and is now a busy modern centre. St. John is a maritime city—a winter port for the Atlantic steamers—and a great feature is the Bay of Fundy and the grand harbor, an inspection of the fine wharves and different craft being always of special interest to a visitor. The St. John River, "the Rhine of America," with its wonderful "reversible cataract," should be seen by every visitor; also the fine suspension bridge and railway cantilever bridge near the falls. Close to the city, on the Kennebecasis River, is one of the finest rowing courses in the world. A trip up the St. John River to Fredericton by steamer will reveal all the changing beauties of that stream. Steamers ply every week day between St. John and Digby, where connection is</p> | <p>11.50<br/>A.M.</p> <p>St.<br/>John<br/>River</p> <p>Alter-<br/>nate<br/>route<br/>to<br/>Hal-<br/>fax.</p> | 3301                 |

! Refreshment Station.

MEMORANDA

Last  
bound  
train

Miles  
from  
Vanhook

LEAVE  
2.50 8486

High  
side

2.10 8467

1.58 8457

1.10 8434

2.35 8413

P.M.

Hills  
and  
lights

1.50 3801

P.M.

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| Miles from Halifax | West-bound Train | STATIONS—DESCRIPTIVE NOTES   |   | East-bound Train  | Miles from Vancor |
|--------------------|------------------|--|---|---|-------------------|
|                    | LEAVE            | made with the Dominion Atlantic Ry. for Halifax and Yarmouth, this being a favorite route between the chief cities of the two provinces; and the International Line of steamers give connection with Eastport, Me., Portland and Boston. Good trout fishing and shooting can be had near the city. |   |   |                   |
| 277                | 5.20             | <b>Fairville</b>   | These are stations of minor importance to the tourist. At <i>Fredericton Junction</i> connections are made for the city of Fredericton, sometimes called "the Celestial City." Population 10,000. It is the capital of New Brunswick, and is well worth a visit.  | A.M.<br>11.25   | 3389              |
| 289                | v 5.30           | <b>Westfield Beach</b>   |   | 11.07   | 3377              |
| 299                | v 5.55           | <b>Welstord</b>  |   | 10.52   | 3367              |
| 312                | v 6.15           | <b>Hoyt</b>  |   | 10.32   | 3354              |
| 319                | 6.30<br>P.M.     | <b>Fredericton Junc.</b>   |   | 10.20<br>A.M.   | 3347              |
| 340                | v 7.10           | <b>Harvey</b>  | At <i>McAdam Junction</i> connections are made for Woodstock, N.B., Houlton, Me., and Presque Isle, Me., to the north, and for Calais, Me., St. Stephen, N.B., and the beautiful watering place, St. Andrews, N.B., to the south. St. Andrews is situated on Passamaquoddy Bay, and for natural advantages is not surpassed by any point on that portion of the Atlantic coast. | w 9.44  | 3326              |
| 359                | 7.50             | <b>McAdam Junc.</b>  |   | 9.10  | 3307              |
| 865                | 8.05             | <b>Vanceboro</b>   | The first station after crossing the boundary between New Brunswick and the State of Maine. It lies close to the beautiful St. Croix river, the outlet of the boundary chain of lakes, and is an excellent point for the sportsman.   | A.M.<br>8.50  | 3301              |
| 377                | x 8.25           | <b>Tomah</b>   | The country about these stations is wild and rugged, and intersected by streams and lakes—a good territory for the sportsman. The villages are all new and progressive.   | y 8.23  | 3289              |
| 381                | x 8.32           | <b>Forest</b>  |   | y 8.10  | 3285              |
| 386                | x 8.39           | <b>Eaton</b>   |   | y 8.00  | 3280              |
| 391                | x 8.51           | <b>Danforth</b>  |   | y 8.00  | 3275              |
| 400                | x 9.05           | <b>Bancroft</b>  |   | y 7.44  | 3266              |
| 412                | x 9.26           | <b>Kingman</b>   |   | y 7.24  | 3254              |
| 421                | 9.48             | <b>Mattawamkeag</b>  |   | Here the Penobscot river is crossed, and many canoeists make this station their objective point, descending the river from Moosehead lake, a trip that offers great inducements in the way of fishing and scenery. At <i>Brownville Junction</i> the line of the Katahdin Iron Works Railway is crossed. The scenery along this section of the line is considered to rank amongst the finest in | 7.08              |
| 428                |                  | <b>Chester</b>   |   |   | 3238              |
| 442                | 10 f 22          | <b>Seboois</b>   |   | f 6.30  | 3224              |
| 457                | 10 f 45          | <b>Lake View</b>   |   | f 6.07  | 3209              |
| 463                | 11.05            | <b>Brownville Junc.</b>  |   | 5.50  | 3203              |
| 481                | 11 f 38<br>P.M.  | <b>Onawa</b>   |   | f 5.12<br>A.M.  | 3185              |
|                    |                  |  |   | Good fishing and hunting  |                   |

f Flag Station. # Refreshment Station. v Stops to take on passengers from west of Mattawamkeag. w Stops only to leave passengers from points west of Mattawamkeag. x Stops to leave passengers from east of Vanceboro, or take for west of Mattawamkeag only. y Stops to leave passengers from west of Mattawamkeag, or take for east of Vanceboro only.

Through Sleeping Cars run between Montreal and Halifax in both directions.

## MEMORANDA

| Lat-<br>titud<br>e<br>and<br>longi-<br>tude                 | Miles<br>from<br>Vancouver |
|---|----------------------------|
| .M.   |                            |
| 1.25  | 3389                       |
| 07  | 3377                       |
| 52  | 3367                       |
| 32  | 3354                       |
| 0.20  | 3347                       |
| .M.   |                            |
| 4.44  | 3326                       |
| .10   | 3307                       |
| .M.   |                            |
| 50  | 3301                       |
| St.<br>poli-<br>ver   |                            |
| .23   | 3289                       |
| .16   | 3285                       |
| .09   | 3280                       |
| .00   | 3275                       |
| .44   | 3266                       |
| .24   | 3254                       |
| 08  | 3245                       |
|   | 3238                       |
| 30  | 3224                       |
| 07  | 3209                       |
| 50  | 3203                       |
| 12  | 3185                       |
| .M.   |                            |
| d<br>ng<br>i<br>ng  |                            |
| ngers for<br>s west of<br>r take for<br>attawam-<br>ctions. |                            |

| Miles from Halifax | West-bound Train | STATIONS—DESCRIPTIVE NOTES  |  | East-bound Trains                      | Miles from Vanc.'s |  |
|--------------------|------------------|---|--|--|--------------------|--|
|                    | Lake Onawa       | Maine, Lake Onawa being, perhaps, as pretty as any of the numerous waters. At Wilson stream the road runs close to the base of Boarstone Mountain. The two stately iron bridges will be noticed before Greenville is reached. The fishing and shooting of this section is exceptionally good.   |  |  |                    |  |
| 497                | A. M. 12.10      | <b>Greenville Junc.</b>   | Is a busy little town on the shore of Moosehead Lake, the grandest of all the countless waters of Maine. This is a very popular point with those who love the rod and rifle, as within easy reach are any number of trout waters and rare good shooting grounds, moose, caribou, deer, bear, grouse, etc., being found within a short distance. There are several hotels that offer excellent accommodation. Guides, canoes, etc., can be obtained on the spot. Moosehead Lake is about forty miles long by from one to fifteen wide, and its scenery is unsurpassed. From Greenville station steamers run to all the points of interest, including Mount Kineo and the popular hotel at its base, the Kineo House. <i>Moosehead</i> is a small station, also upon the lake shore. Near <i>Askwith</i> station the Kennebec river leaves Moosehead lake. Trout Brook is, as its name indicates, close to a good fishing water. From <i>Jackman</i> the Moose river and its chain of lakes are easily reached, where game and fish are abundant. Long Lake is a water of this chain. <i>Holeb</i> , <i>Caswell</i> and <i>Lowelltown</i> are small stations near the boundary between Maine and Quebec. | A. M. 4.45                             | 3163               |  |
| 507                | f12.20           | <b>Moosehead</b>  |  | f4.27                                  | 3159               |  |
| 515                | No               | <b>Askwith</b>  |  | No                                     | 3151               |  |
| 524                | Stop             | <b>Mackamp</b>  |  | Stop                                   | 3142               |  |
| 530                |                  | <b>Long Pond</b>  |  |  | 3136               |  |
| 537                | 1.17             | <b>Jackman</b>  |  | 3.40                                   | 3129               |  |
| 550                | f1.37            | <b>Holeb</b>  |  | f3.20                                  | 3116               |  |
| 561                | 2.03 A. M.       | <b>Lowelltown</b>   |  | 3.00                                   | 3105               |  |
|                    | Moosehead Lake   |   |  | St'mer from Greenville to Mount Kineo. |                    |  |
|                    | Game and Trout   |   |  |  |                    |  |
| 565                | A. M.            | <b>Boundary</b>   | We now reach the boundary mountains which divide the State of Maine from the Province of Quebec, and the remainder of the journey is through Canadian territory.   | A. M.                                  | 3101               |  |
| 581                | 2.50             | <b>Megantic</b>   |  | 2.15                                   | 3085               |  |
| 589                |                  | <b>Spring Hill</b>  |  |  | 3077               |  |
| 596                |                  | <b>Millan</b>   |  |  | 3071               |  |
| 606                | 3.40             | <b>Scotstown</b>  |  | 1.14                                   | 3061               |  |
| 611                |                  | <b>Gould</b>  |  |  | 3055               |  |
| 619                | f4.05            | <b>Bury</b>   |  | f12.45                                 | 3047               |  |
| 628                | 4.25             | <b>Cookshire</b>  |  | 12.22                                  | 3038               |  |
|                    | Spider Lake      | Lake Megantic is twelve miles long by from one to four wide, and like Moosehead it is a favorite spot with sportsmen. Near Lake Megantic is Spider Lake, the "Geneva of Canada," where the Club House of the Megantic Fish and Game Club is located. At <i>Megantic Station</i> sportsmen can find fairly good accommodation, and secure guides for a shooting or fishing trip. |  | Lake Megantic                          |                    |  |

f Flag Station.

**MEMORANDA**

| East-bound<br>Trains | Miles<br>from<br>Vanc'y |
|----------------------|-------------------------|
|----------------------|-------------------------|

|       |      |
|-------|------|
| A.M.  |      |
| 4.45  | 3169 |
| f4.27 | 3159 |
| No    | 3161 |
| Stop  | 3142 |
|       | 3136 |
| 3.40  | 3129 |
| f3.20 | 3116 |
| 3.00  | 3105 |

St'mer  
from  
Green-  
ville to  
Mount  
Kineo.

|        |      |
|--------|------|
| A.M.   | 3101 |
| 2.15   | 3085 |
|        | 3077 |
|        | 3071 |
| 1.14   | 3061 |
|        | 3055 |
| f12.45 | 3047 |
| 12.22  | 3038 |
| A.M.   |      |

Lake  
Megan  
to

| Miles from Halifax | West-bound Train | STATIONS—DESCRIPTIVE NOTES   |   | East bound Train   | Miles from Vanc't'r |
|--------------------|------------------|--|---|--------------------|---------------------|
|                    | <b>LEAVE</b>     | From here, Levis (opposite Quebec) is reached by the Quebec Central Ry.  |   | <b>ARRIVE</b>      |                     |
| 633                |                  | <b>Birchton</b>  | At <i>Lennoxville</i> distant three miles from <i>Sherbrooke</i> , connections are made with the Boston & Maine Rail-   | <i>No Stop</i>     | 3033                |
| 635                | <i>No Stop</i>   | <b>Bulwer</b>  |   |                    | 3031                |
| 639                |                  | <b>Johnville</b>   |   |                    | 3027                |
| 646                | 5.00             | <b>Lennoxville</b>   |   | 11.48              | 3020                |
| 648                | 5.15 A.M.        | <b>Sherbrooke</b>  |   | 11.35 P.M.         | 3018                |
|                    |                  | road, running south to the summer resort of Newport, Vt., situated at the southern end of Lake Memphremagog, where it connects with the Montreal & Boston Air Line of the Canadian Pacific Railway. <i>Sherbrooke</i> , the metropolis of the English-speaking district of the Eastern Townships, is an exceedingly pretty place, with a population of about 12,000, and possessing many busy factories and business establishments that compare well with those of much larger cities. Here connection is again made with the Quebec Central to Levis, opposite Quebec. The rapid Magog and St. Francis rivers unite their currents here, and the falls of the Magog are well worth seeing. |   | Falls of the Magog |                     |
| 656                | A.M.             | <b>Rock Forest</b>   |   | P.M.               | 3010                |
| 667                | 5.50             | <b>Magog</b>   | <i>Magog</i> is situated upon the shore of Lake Memphremagog—a magnificent sheet of water dotted with many islands  | 10.56              | 2998                |
| 678                | f6.10            | <b>Eastman</b>   |   | f10.34             | 2987                |
| 681                |                  | <b>South Stukely</b>   |   |                    | 2984                |
| 686                | J.28             | <b>Foster</b>  |   | 10.18              | 2979                |
| 689                |                  | <b>Fulford</b>   | and surrounded by rugged heavily wooded hills. This lake is a justly popular resort for summer tourists who never weary of its lovely scenery. Its two famous mountains—Elephantis and Owl's Head, are the most imposing of the neighboring heights. From Magog Station a steamer makes a circuit of the lake daily, during the summer season, touching at all important points, including the fashionable resort of Newport, Vt., at the southern extremity. This cruise by steamer forms a delightful side-trip and reveals all the beauties of the lake. At <i>Foster</i> the Sutton Junction and Drummondville Branch of the Canadian Pacific Ry. is crossed. |                    | 2976                |
|                    |                  | Owl's Head   |   |                    |                     |
|                    |                  | Str. to Newport, Vt.   |   |                    |                     |
| 695                | A.M. f6.41       | <b>West Shefford</b>   |   |                    | 2967                |
| 706                | 7.00             | <b>Brigham Junc.</b>   | At <i>Brigham Junction</i> the Montreal and Boston Air Line diverges for the White Mountains and Boston, and at <i>Farnham</i> the Stanbridge and St. Guillaume Branch of   | 9.42               | 2956                |
| 712                | 7.22             | <b>Farnham</b>   |   | 9.30               | 2950                |
| 716                |                  | <b>Ste. Brigid</b>   |   |                    | 2946                |
| 724                |                  | <b>Iberville Junc.</b>   |   |                    | 2938                |
| 725                | f7.45            | <b>Iberville</b>   |   | f8.58              | 2967                |
| 726                | 7.50             | <b>St. Johns</b>   |   | 8.57               | 2936                |
| 780                |                  | <b>L'Acadie</b>  |   |                    | 2932                |
| 787                |                  | <b>St. Phillippe</b>   |   |                    | 2925                |

/ Flag Station. | Refreshment Stations.  
Dining Car Mattawankeag to Truro.

**MEMORANDA**

East  
ound  
Train

Miles  
from  
Vanc'vr

ARRIVE

No  
Stop  
11.48  
11.35  
P.M.

3033  
3031  
3027  
3020  
3018

Falls  
of the  
Magog

P.M.  
10.56  
10.34  
10.18

3010  
2998  
2987  
2984  
2979  
2976

9.42  
9.30  
8.58  
8.57

2987  
2956  
2950  
2946  
2938  
2937  
2936  
2932  
2925

| Miles from Halifax | West-bound Train             | STATIONS—DESCRIPTIVE NOTES   | East-bound Train              | Miles from Vancouver |
|--------------------|------------------------------|--|-------------------------------|----------------------|
| 742                | LEAVE                        | <b>St. Constant</b>  | ARRIVE                        | 2920                 |
| 747                | 8.21                         | <b>Adirondack Junc.</b>  | 8.21                          | 2916                 |
| 749                |                              | <b>Highlands</b>   |                               | 2914                 |
| 751                | 8.33                         | <b>Montreal Junc.</b>  | 8.12                          | 2911                 |
| 754                | * 8.40                       | <b>Westmount</b>   | * 8.05                        | 2908                 |
| 756                | 8.45                         | <b>Montreal, Windsor St.</b>   | 8.00                          | 2906                 |
|                    | A.M.                         | and Sorel. Crossing the broad St. Lawrence by the wonderful new steel bridge a fine view is obtained up and down the river. Just below are the famous Lachine Rapids. This bridge was built by the Canadian Pacific Railway. The channel spans are each 408 feet long and lofty enough to allow the passage of the largest steamers, and it is justly considered one of the engineering triumphs of the century. On the north shore of the St. Lawrence we reach the pretty little village of <i>Highlands</i> —thence on to <i>Montreal Junction</i> , from whence the several lines of the Canadian Pacific Railway extend to Toronto, Hamilton, Niagara Falls, Buffalo, London, Detroit, Chicago, Quebec, Ottawa, Winnipeg, Sault Ste. Marie, St. Paul, New York and Boston. There we finally roll along the elevated tracks, until the train stops under a lofty ceiling and we have arrived at the stately stone structure known as the Canadian Pacific Railway Co.'s Windsor St. Station, Montreal. | P.M.                          |                      |
|                    | Arrives Daily except Mondays |  | Leaves Daily except Saturdays |                      |
|                    | Lach's Rapids                |  | Wind's St. Sta                |                      |

\* Stops at Westmount to take on and let off passengers for or from Newport or Sherbrooke (including St. Johns) and beyond. † Refreshment Stations.

**MEMORANDA**

| East-bound Train                    | Miles from Vanco'vr |
|-------------------------------------|---------------------|
| RAIIVE                              | 2020                |
| 8.21                                | 2016                |
|                                     | 2014                |
| 8.12                                | 2011                |
| 8.05                                | 2008                |
| 8.00                                | 2006                |
| P.M.                                |                     |
| Leaves Daily<br>except<br>Saturdays |                     |
|                                     |                     |
|                                     |                     |
|                                     |                     |
|                                     |                     |
| Wind's<br>St. Stn                   |                     |
|                                     |                     |

m Newport or  
ons.



# Connecting Routes to and from Montreal.

| Northbound Trains     |                      | STATIONS—DESCRIPTIVE NOTES  | Southbound Trains     |                      |
|-----------------------|----------------------|---|-----------------------|----------------------|
|                       |                      | <p><b>Montreal</b> is but a day's or a night's ride from the principal cities of the United States on the North Atlantic seaboard—New York, Boston and Portland, Me.—and there is a choice of several routes from the first-named place.</p> <p><b>New York and Montreal: 384 miles.</b></p> <p><b>ADIRONDACK ROUTE, VIA N. Y. CENTRAL.</b></p> |                       |                      |
| Lv.<br>A.M.<br>† 7.50 | Lv.<br>P.M.<br>*7.30 | <p><b>New York</b>   ROUTE I.—Is by the New York Central up the east shore of the picturesque Hudson River to Albany, N. Y.; thence via Utica and the attractive summer resorts of the Adirondack Mountains (Saranac Lake, Paul Smith's, Loon Lake, etc.), crossing the St. Lawrence River on the Canadian Pacific Bridge</p>                   | P.M.<br>†10.20<br>Ar. | A.M.<br>*8.20<br>Ar. |
| Ar.<br>†10.10<br>P.M. | Ar.<br>*9.29<br>A.M. | <p><b>Montreal</b>   above the Lachine Rapids, and into their Windsor Street Station at Montreal. This trip may be pleasantly varied in summer by taking the steamer in the morning from New York up the Hudson to Albany, and thence by rail as above.</p>   | A.M.<br>†8.00<br>Lv.  | P.M.<br>*7.00<br>Lv. |
| Lv.<br>A.M.<br>†9.40  | Lv.<br>P.M.<br>*6.25 | <p><b>GENERAL VERMONT ROUTE, VIA TROY AND RUTLAND.</b></p>  | P.M.<br>†9.30<br>Ar.  | A.M.<br>*7.20<br>Ar. |
| Ar.<br>†10.15<br>P.M. | Ar.<br>*7.40<br>A.M. | <p><b>New York</b>   ROUTE II.—Is by the New York Central to Troy and thence Central Vermont via the east shore of Lake Champlain, Montreal being reached at Bonaventure Station, from which transfer can be made to Canadian Pacific Windsor Street Station.</p>   | A.M.<br>†9.00<br>Lv.  | P.M.<br>6.50<br>Lv.  |
| Lv.<br>A.M.<br>†9.40  | Lv.<br>P.M.<br>*6.25 | <p><b>D. &amp; H. ROUTE, VIA TROY AND SARATOGA.</b></p>   | P.M.<br>†9.30<br>Ar.  | A.M.<br>*7.20<br>Ar. |
| Ar.<br>†9.50<br>P.M.  | Ar.<br>*8.00<br>A.M. | <p><b>New York</b>   ROUTE III.—Is also by the New York Central to Troy, thence Delaware &amp; Hudson R.R. via the west shore of Lake Champlain. This route can be varied in summer via steamer through Lakes George and Champlain at an expenditure of about 12 hours' time and slight additional cost in price of ticket.</p>                 | A.M.<br>†10.00<br>Lv. | P.M.<br>*7.00<br>Lv. |

† Refreshment Stations.  
\* Daily, Sundays included.  
† Daily, except Sunday.

ntreal.

**MEMORANDA**

Southbound  
Trains

P.M. A.M.  
10.20 \*8.20  
Ar. Ar.

A.M. P.M.  
\*8.00 \*7.00  
Lv. Lv.

P.M. A.M.  
9.30 \*7.20  
Ar. Ar

A.M. P.M.  
\*9.00 6.50  
Lv. Lv.

P.M. A.M.  
\*9.30 \*7.20  
Ar. Ar.

A.M. P.M.  
10.00 \*7.00  
Lv. Lv.

| Northbound<br>Trains                                |  | STATIONS—DESCRIPTIVE NOTES   | Southbound<br>Trains                                |  |
|---|--|--|---|--|
| <b>Boston and Montreal :<br/>341 miles.</b>         |  |  |   |  |
| <b>VIA MONTREAL &amp; BOSTON AIR LINE.</b>          |  |  |   |  |
| Lv.<br>A.M.<br>†9.00                                | Lv.<br>P.M.<br>*8.00                   | <b>Boston</b> —From <i>Boston</i> there is a through service by Canadian Pacific trains. The route traverses the most interesting parts of New England, skirts the White Mountains of New Hampshire, and runs through the rich valleys of Northern Vermont, with the Green Mountains in view, and along Lake Memphremagog, and through | Ar.<br>P.M.<br>†8.30                                | Ar.<br>A.M.<br>*8.10                                 |
| P.M.<br>a12.45<br>†1.15<br>4.50                     | P.M.<br>11.51<br>12.00<br>4.00<br>A.M. | <b>Plymouth</b>   the English-settled portion of Southern Quebec to Montreal, crossing the St. Lawrence by the Canadian Pacific Cantilever Bridge, just above the city, and stopping at  | P.M.<br>l 4.45<br>a4.30<br>P.M.<br>l 1.05<br>a12.40 | A.M.<br>l 4.00<br>a3.53<br>A.M.<br>l 12.10<br>a12.00 |
| Ar.<br>†8.25<br>P.M.                                | Ar.<br>*7.35<br>A.M.                   | <b>Montreal</b>   the Windsor Street Station, from which transcontinental trains depart.   | A.M.<br>†9.00<br>Lv.                                | P.M.<br>*8.20<br>Lv.                                 |
| <b>Portland, Me., and Montreal :<br/>286 miles.</b> |  |  |   |  |
| <b>VIA WHITE MOUNTAINS.</b>                         |  |  |   |  |
| Lv.<br>A.M.<br>†8.45                                | Lv.<br>P.M.<br>*8.40                   | <b>Portland</b> —From <i>Portland</i> , the route lies through Southern Maine and Central New Hampshire, entering the famed White Mountains at North   | Ar.<br>P.M.<br>†7.45                                | Ar.<br>A.M.<br>*8.05                                 |
| P.M.<br>a12.25<br>†1.15<br>3.13<br>4.50<br>P.M.     | P.M.<br>11.46<br>2.20<br>4.00<br>A.M.  | <b>Fabyan's</b>   Conway, and crossing the startling Cravord Notch to Fabyan's and Lunenburg, and thence to St. Johnsbury, Vermont, from which the same route as from Boston is followed to Montreal. Maine Central trains run from Portland to St. Johnsbury, where connection is made with Canadian Pacific trains.                  | l4.50<br>a4.43<br>2.45<br>P.M.<br>l 1.05<br>a12.40  | 4.40<br>1.35<br>l 12.10<br>a12.00                    |
| Ar.<br>†8.25<br>P.M.                                | Ar.<br>*7.35<br>A.M.                   | <b>Montreal</b>   During the summer months through sleeping and parlor cars are run between Portland and Montreal.   | A.M.<br>†9.00<br>Lv.                                | P.M.<br>*8.20<br>Lv.                                 |

! Refreshment Stations.  
\* Daily, Sundays included.  
† Daily, except Sunday.

# MEMORANDA

## Southbound Trains

|       |       |
|-------|-------|
| Ar.   | Ar.   |
| P.M.  | A.M.  |
| †8.30 | *8.10 |

|         |         |
|---------|---------|
| P.M.    | A.M.    |
| l 4.45  | l 4.00  |
| a 1.30  | a 3.53  |
| P.M.    | A.M.    |
| l 1.05  | l 12.10 |
| a 12.40 | a 12.00 |

|       |       |
|-------|-------|
| A.M.  | P.M.  |
| †9.00 | *8.20 |
| Lv.   | Lv.   |

|       |       |
|-------|-------|
| Ar.   | Ar.   |
| P.M.  | A.M.  |
| †7.45 | *8.05 |

|         |         |
|---------|---------|
| l 4.50  | 4.40    |
| a 1.43  |         |
| 2.45    | 1.35    |
| P.M.    |         |
| l 1.05  | l 12.10 |
| a 12.40 | a 12.00 |

|       |       |
|-------|-------|
| A.M.  | P.M.  |
| †9.00 | *8.20 |
| Lv.   | Lv.   |

# Transcontinental Rail Route

## MONTREAL and VANCOUVER: 2906 Miles

Eastern Division, Montreal to Fort William: 998 Miles

| Miles from Montreal | West-bound Train  | STATIONS—DESCRIPTIVE NOTES  | East-bound Train  | Miles from Vancouver                     |
|---------------------|---|---|---|--|
| 0                   | A.M. 9.30<br><br>LEAVE<br><br>Daily<br><br>EASTERN TIME<br>(East of Fort William) | <p><b>Montreal</b>—(Windsor Street Station)—Population (with suburbs) 300,000. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Dominion, Beaver, Hansa and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines, mostly controlled by the Canadian Pacific and Grand Trunk companies, radiate from here in all directions. Both these companies have their principal offices and workshops here, and both have great bridges over the St. Lawrence River. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences and superior hotels, the most recent addition to the latter being the Place Viger Hotel, situated over the C.P.R.'s East End Station, which is operated by the Company. Trains run direct to New York, Boston and Portland, as well as to all Canadian cities; and the Imperial Limited trains of the Canadian Pacific Railway run to the Pacific Coast without change. Trains for Toronto, Detroit, Chicago, St. John, N.B., Halifax, New York, Boston, Portland, Sault Ste. Marie, Duluth, Winnipeg, Vancouver, St. Paul and Minneapolis and for Ottawa (by both the new Short Line and North Shore Line) depart from Windsor Street Station. From the Place Viger Station at the east end, trains run to Ottawa, Quebec, Labelle, and local points.</p> | P.M. 6.10<br>ARRIVE<br><br>Daily<br><br>About four days from Vancouver<br><br>Railway connections | 2906<br><br>To New York 384 to Boston 42 |

Refreshment Stations.  
Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.

MEMORANDA

oute

98 Miles

East-bound Train Miles from Vancouver

P.M. 6.10 ARRIVE 2906

To New York 384 to Boston 42

Daily

about four days from Vancouver

Railway connections

Imperial

| Miles from Montreal | West-bound Train | STATIONS—DESCRIPTIVE NOTES   | East-bound Train | Miles from Vancouver |
|---------------------|------------------|--|------------------|----------------------|
|                     | LEAVE            |  | LEAVE            |                      |
| 5                   | 9.42             | <b>Montreal Juno.</b> —This is the point of junction for trains from and to the Maritime Provinces, New York, Boston and Portland, and all trains to the west. It is rapidly becoming a residential suburb of Montreal and already streets have been laid out and many private residences built. The neighborhood is remarkable for its apple orchards, the world-renowned Fameuse being grown here to perfection, and the line to this point from Montreal crosses all streets and residential parts on overhead bridges.   | 6.00             | 2901                 |
| 10                  |                  | <b>Sault aux Recollets</b> —Rapids of a branch of the Ottawa.  |                  | 2898                 |
| 12                  | 10.11            | <b>St. Martin Junction</b> —Divergence of line to Quebec.  | 5.28             | 2894                 |
| 17                  |                  | <b>Ste. Rose</b>   |                  | 2889                 |
| 20                  |                  | <b>Ste. Therese Junc.</b>  | 5.13             | 2886                 |
| 27                  |                  | <b>St. Augustin</b>  |                  | 2879                 |
| 32                  | No Stop          | <b>St. Scholastique</b>  |                  | 2874                 |
| 37                  |                  | <b>St. Hermas</b>  | No Stop          | 2869                 |
| 44                  |                  | <b>Lachute</b>   |                  | 2862                 |
| 49                  |                  | <b>St. Philippe West</b>   | Stop             | 2857                 |
| 57                  |                  | <b>Granville</b>   |                  | 2849                 |
|                     |                  | here to Ottawa the line follows the northern bank of the Ottawa, and frequent views are had of its broad waters bearing numerous steamboats, lumber barges and rafts of timber. The valley is divided into narrow, well-tilled French farms, mostly devoted to dairy products. Picturesque villages are passed at frequent intervals. Streams coming down from the Laurentian Hills at the north afford frequent water-powers and good fishing. At <i>Ste. Therese Junc.</i> three branch lines diverge through a picturesque country, a perfect network of lakes and streams, to <b>St. LIN, St. JEROME, STE. AGATHE, St. JOVITE, LABELLE and St. EUSTACHE</b> , which during the season attracts anglers in large numbers. |                  |                      |
| 59                  | A. M. 11.32      | <b>Calumet</b>   | P. M. 4.08       | 2847                 |
| 65                  |                  | <b>Pointe au Chene</b>   |                  | 2841                 |
| 74                  |                  | <b>Montebello</b>  |                  | 2832                 |
| 79                  |                  | <b>Papineauville</b>   |                  | 2827                 |
| 84                  |                  | <b>North Nation Mills</b>  |                  | 2822                 |
| 90                  | No Stop          | <b>Thurso</b>  |                  | 2816                 |
| 94                  |                  | <b>Rockland</b>  | No Stop          | 2812                 |
| 100                 |                  | <b>Buckingham</b>  |                  | 2806                 |
| 104                 |                  | <b>L'Ange Gardien</b>  |                  | 2802                 |
| 109                 |                  | <b>East Templeton</b>  |                  | 2797                 |
| 114                 |                  | <b>Gatineau</b>  |                  | 2792                 |
| 118                 |                  | <b>Hull</b>  |                  | 2788                 |
|                     |                  | <i>Lachute</i> (pop. 2,000) has large paper mills and wood-working and other industries, and is an important shipping point for dairy products. The Ottawa Valley Railway runs from Lachute to Geneva and  |                  |                      |
|                     |                  | <b>St. Andrew.</b> At <i>Calumet</i> are extensive sawmills, and these occur frequently all along the river. Across the river are the celebrated <b>Caledonia Mineral Springs</b> —a much frequented health resort, with good  |                  |                      |

**MEMORANDA**

| East-bound<br>Train | Miles<br>from<br>Vanc'vr |
|---------------------|--------------------------|
|---------------------|--------------------------|

|              |  |
|--------------|--|
| <b>LEAVE</b> |  |
|--------------|--|

|      |      |
|------|------|
| 6.00 | 2901 |
|------|------|

2893

|      |      |
|------|------|
| 5.28 | 2894 |
|------|------|

|      |      |
|------|------|
| 5.13 | 2889 |
|      | 2886 |
|      | 2879 |
|      | 2874 |
|      | 2869 |

|      |      |
|------|------|
| No   | 2862 |
| Stop | 2857 |
|      | 2849 |

|      |      |
|------|------|
| P.M. |      |
| 4.08 | 2847 |

|  |      |
|--|------|
|  | 2841 |
|  | 2832 |
|  | 2827 |
|  | 2822 |
|  | 2816 |
|  | 2812 |

|      |      |
|------|------|
| No   | 2806 |
| Stop | 2802 |
|      | 2797 |
|      | 2792 |
|      | 2788 |



| Miles from Montreal | West-bound Train           | STATIONS—DESCRIPTIVE NOTES   | East-bound Train          | Miles from Vancouver |
|---------------------|----------------------------|--|---------------------------|----------------------|
|                     | LEAVE                      | hotels and attractive surroundings, which is reached from Montreal and Ottawa by the newly opened Short Line between these cities. From <i>Buckingham</i> station a short branch-line extends northward to phosphate, mica and plumbago mines, from which great quantities of these minerals are shipped. Just beyond this station, the main line of the railway crosses, by an iron bridge, directly over the magnificent falls of the Lievre River. Crossing the Gatineau River, the Government Buildings at Ottawa come into view on a high cliff at the left—a striking group. From <i>Hull</i> (pop. 10,000) an electric railway runs north of the Ottawa to <i>AYLMER</i> , from which the Pontiac Pacific Junction Ry. is extended seventy miles. Leaving <i>Hull</i> , the main line swings round, crosses a long iron bridge from which a fine view of the Chaudiere Falls is obtained, and enters Ottawa, in the Province of Ontario.            | LEAVE                     |                      |
|                     | Mines                      |  | Phosphate mines           |                      |
|                     | Aylm'r Br'nch              |  |                           |                      |
| 120                 | Apr. 10<br>Lv 1.25<br>P.M. | <b>Ottawa</b> —Pop. 55,000. Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls, which here interrupt the navigation of the Ottawa River, afford water-power for a host of saw-mills and other manufactories. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant. A branch of the Canadian Pacific Railway extends southward to <i>PRESCOTT</i> , on the St. Lawrence, where ferry connection is made with Ogdensburg, N. Y. and rail lines to New York. The Canada Atlantic Railway runs from here to Lake Champlain. | P. M.<br>L 2.30<br>A 2.15 | 2780                 |
|                     | Capital of the Dominion    |  | Lumber making             |                      |
| 122                 | No                         | <b>Skead's</b>   |                           | 2784                 |
| 124                 | Stop                       | <b>Britannia</b>   | No                        | 2782                 |
| 128                 |                            | <b>Bell's Corners</b>  | Stop                      | 2778                 |
| 134                 |                            | <b>Stittville</b>  |                           | 2772                 |
| 144                 |                            | <b>Ashton</b>  |                           | 2763                 |
|                     |                            | Leaving Ottawa the railway follows the south bank of the Ottawa River for a distance, and on its wide stretches may be seen enormous quantities of saw-logsheld in "booms" for the use of the mills below.   |                           |                      |
| 148                 | 2.24<br>P.M.               | <b>Carleton Place (Junction)</b> —Pop. 5,000. Junction of a branch-line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at <i>SMITH'S FALLS</i> . At <i>Carleton Place</i> are large saw-mills, railway and other workshops.   | 1.30<br>P.M.              | 2758                 |
|                     |                            |  | Change cars for Toronto   |                      |

|| Refreshment Stations.



| Miles from Montreal | West-bound Train | STATIONS—DESCRIPTIVE NOTES |   | East-bound Train          | Miles from Vancouver |
|---------------------|------------------|----------------------------|---|---------------------------|----------------------|
|                     | LEAVE P. M.      |                            |   | LEAVE P. M.               |                      |
| 155                 | No               | <b>Almonte</b>             | <p>Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and beyond, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west, and these, and the Ottawa as well, afford fine fishing—maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and saw-mills occur at favorable places all along the river. At <i>Almonte</i> (pop. 3,500) are large woollen mills and other manufactories. <i>Pakenham</i> (pop. 2,200) and <i>Arnprior</i> (pop. 3,500) are also important manufacturing points. From <i>Renfrew</i> pop. 2,900) the Atlantic &amp; N. W. Branch runs to Eganville and it is also the junction of the Kingston &amp; Pembroke Ry., extending southward through a district abounding in iron to KINGSTON (on the St. Lawrence. <i>Pembroke</i>, pop. 4,800) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats are frequently seen. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa, whose valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the saw-mills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. <i>Chalk River</i> is a divi-</p> |                           | 2751                 |
| 158                 | Stop             | <b>Snedden</b>             |   | No                        | 2748                 |
| 163                 |                  | <b>Pakenham</b>            |   | Stop                      | 2743                 |
| 171                 | 3.02             | <b>Arnprior</b>            |   | 12.50                     | 2735                 |
| 174                 |                  | <b>Braeside</b>            |   |                           | 2732                 |
| 177                 | No               | <b>Sand Point</b>          |   | No                        | 2729                 |
| 183                 | Stop             | <b>Castleford</b>          |   | Stop                      | 2723                 |
| 186                 |                  | <b>Russell</b>             |   |                           | 2720                 |
| 189                 | 3.34             | <b>Renfrew</b>             |   | 12.20                     | 2717                 |
| 198                 | No               | <b>Haley's</b>             |   |                           | 2708                 |
| 205                 | Stop             | <b>Oobden</b>              |   |                           | 2701                 |
| 211                 |                  | <b>Snake River</b>         |   | No                        | 2695                 |
| 214                 |                  | <b>Graham</b>              |   | Stop                      | 2682                 |
| 219                 |                  | <b>Government Road</b>     |   |                           | 2687                 |
|                     |                  |                            |   | FOURTH DAY                |                      |
|                     |                  |                            |   | Kingston and Pembroke Ry. |                      |
| 224                 | 4.30             | <b>Pembroke</b>            |   | 11.26                     | 2682                 |
| 229                 | No               | <b>Stafford</b>            |   | No                        | 2677                 |
| 234                 | Stop             | <b>Petewawa</b>            |   | Stop                      | 2672                 |
| 241                 |                  | <b>Thistle</b>             |   |                           | 2665                 |
| 246                 | 5.10             | <b>Chalk River</b>         |   | 10.50                     | 2660                 |
| 251                 | P. M.            | <b>Wylie</b>               |   | A. M.                     | 2655                 |
| 255                 |                  | <b>Bass Lake</b>           |   |                           | 2651                 |
| 262                 |                  | <b>Moorlake</b>            |   | 2644                      |                      |
| 270                 |                  | <b>Mackey</b>              |   | 2638                      |                      |
| 274                 | No               | <b>Rockcliffe</b>          | No  | 2632                      |                      |
| 284                 | Stop             | <b>Bissett</b>             | Stop  | 2622                      |                      |
| 297                 |                  | <b>Deux Rivieres</b>       |   | 2609                      |                      |
| 307                 |                  | <b>Klock</b>               |   | 2590                      |                      |
|                     |                  |                            | Fish and game   |                           |                      |

**MEMORANDA**

East-bound Train Miles from Vane'vr

LEAVE P.M.  
No 2751  
Stop 2748  
2.50 2743  
2735  
2732  
No 2729  
Stop 2723  
2720  
12.20 2717  
2708  
2701  
No 2695  
Stop 2692  
2687

FOURTH DAY

Kington and Pembroke Ry.

1.26 2682  
No 2677  
Stop 2672  
2665  
0.50 2660  
A.M. 2655  
2651  
2644  
2638  
No 2632  
Stop 2622  
2609  
2599

Fish and game

Series of horizontal lines for notes, corresponding to the train schedule entries on the left.

| Miles from Montreal | West-bound Train | STATIONS—DESCRIPTIVE NOTE   |   | East-bound Train      | Miles from Vancouver |
|---------------------|------------------|---|---|-----------------------|----------------------|
|                     | LEAVE P.M.       |   | sional point, with an engine-house and the usual railway buildings and appurtenances.   | LEAVE A.M.            |                      |
| 318                 | 7.13             | <b>Mattawa</b>  | <p><i>Mattawa</i> (pop. 1,800) is an old fur-trading post of the Hudson's Bay Company, but at present of most importance as a distributing point for the lumbering districts and agricultural country about Lake Temiskaming, with which it is connected by rail and steamer. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiskaming and no more enjoyable canoeing can be imagined than in exploration of these waters which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and game preserve. At Mattawa the line leaves the Ottawa and strikes across toward Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Callander (now called Bonfield) was originally intended as the eastern terminus of the C.P.R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond Thorncliff is Nipissing Junction, the junction of the G.T. Ry. from Toronto, etc., coming north by way of Lake Simcoe and the Muskoka lakes. Its trains run on to North Bay, where connection with the C. P. Ry. trains is made (see page 72).</p> | 8.42                  | 2588                 |
| 324                 |                  | <b>Calvin</b>   |   | 2582                  |                      |
| 330                 |                  | <b>Eau Claire</b>   |   | 8.20                  | 2570                 |
| 337                 | No Stop          | <b>Rutherglen</b>   |   |                       | 2560                 |
| 344                 |                  | <b>Bonfield</b>   |   | No Stop               | 2562                 |
| 348                 |                  | <b>Nasbonsing</b>   |   |                       | 2558                 |
| 358                 | 8.20             | <b>Thorncliff</b>   |   |                       | 2548                 |
|                     |                  | <b>Game</b>   |   | Valley of the Mattawa |                      |
|                     |                  | <b>Grand Trunk Ry.</b>  |   |                       |                      |
| 364                 | 8.55 P.M.        | <b>North Bay</b> —Pop. 3,000. The capital town of the Nipissing District, situate on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands. Small steamers ply on the lake, and the district is much frequented by sportsmen. North Bay is a railway divisional point, with repair shops etc., and therefore very good hotels. From North Bay to <i>Heron Bay</i> , on Lake Superior, |   | 7.25 A.M.             | 2542                 |
| 374                 |                  | <b>Beaucage</b>   |   | 2532                  |                      |
| 378                 | No Stop          | <b>Meadowside</b>   | No Stop   | 2528                  |                      |
| 387                 |                  | <b>Sturgeon Falls</b>   |   | 2510                  |                      |
| 390                 |                  | <b>Cache Bay</b>  |   | 2516                  |                      |

! Refreshment Station.

**MEMORANDA**

| East-bound Train | Miles from Vancouver |
|------------------|----------------------|
|------------------|----------------------|

|                |      |
|----------------|------|
| LEAVE<br>A. M. |      |
| 8.42           | 2588 |
|                | 2582 |
| 8.20           | 2576 |
|                | 2569 |
| No<br>Stop     | 2562 |
|                | 2558 |
|                | 2548 |

Valley of the  
Matta-  
ya

|              |      |
|--------------|------|
| 7.25<br>A.M. | 2542 |
|--------------|------|

|            |      |
|------------|------|
| No<br>stop | 2532 |
|            | 2528 |
|            | 2519 |
|            | 2516 |

| Miles from Montreal | West-bound Train       | STATIONS—DESCRIPTIVE NOTES   | East-bound Train | Miles from Vancouver |
|---------------------|------------------------|--|------------------|----------------------|
|                     | <b>LEAVE</b>           |  | <b>LEAVE</b>     |                      |
| 397                 |                        | <b>Verner</b>  |                  | 2509                 |
| 406                 |                        | <b>Warren</b>  |                  | 2500                 |
| 412                 |                        | <b>Hagar</b>   |                  | 2494                 |
| 419                 | No                     | <b>Markstay</b>  | No               | 2487                 |
| 427                 | Stop                   | <b>Stinsons</b>  | Stop             | 2479                 |
| 431                 |                        | <b>Wahnapiitae</b>   |                  | 2475                 |
| 436                 |                        | <b>Romford</b>   |                  | 2470                 |
|                     |                        | the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers. The large, clear, rock-bound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout this region, and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village with a saw-mill and several churches. Leaving the station, the railway crosses directly over the falls of the Sturgeon River. From <i>Sudbury</i> , (pop. 1700) a branch line leads off to Lake Huron, and thence along its shore and the Ste. Marie River to SAULT STE. MARIE, 179 miles, at the outlet of Lake Superior, where an immense iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and North Dakota to Moose Jaw, in Assiniboia, on the Main Line of the C.P.R. Transcontinental passengers in summer by taking the "Soo" train from Montreal at 10.00 p.m., Mondays, Wednesdays and Fridays, can travel to Sault Ste. Marie by this branch line and thence take steamship to Ft. William without losing time. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a num- |                  |                      |
|                     | Sporting opportunities |  | Timb'r           |                      |
|                     | P.M.                   |  | A.M.             |                      |
| 443                 | 11.00                  | <b>Sudbury</b>   | 5.10             | 2423                 |
| 450                 |                        | <b>Rayside</b>   |                  | 2456                 |
| 455                 | No                     | <b>Chelmsford</b>  | No               | 2451                 |
| 461                 | Stop                   | <b>Larchwood</b>   | Stop             | 2445                 |
| 464                 |                        | <b>Phelans</b>   |                  | 2439                 |
| 478                 | 12.20                  | <b>Cartier</b>   | 3.55             | 2428                 |
| 489                 |                        | <b>Straight Lake</b>   |                  | 2417                 |
| 498                 |                        | <b>Pogamasing</b>  |                  | 2408                 |
| 515                 |                        | <b>Metagama</b>  |                  | 2391                 |
| 532                 | 2.02                   | <b>Biscotasing</b>   | 2.02             | 2374                 |
| 549                 | A.M.                   | <b>Ramsay</b>  | A.M.             | 2357                 |
| 564                 | No                     | <b>Woman River</b>   | No               | 2342                 |
| 581                 | Stop                   | <b>Ridout</b>  | Stop             | 2325                 |
| 599                 |                        | <b>Nemegosenda</b>   |                  | 2307                 |
|                     | Copper nickel and gold |  |                  |                      |

|| Refreshment Stations.

**MEMORANDA**

| East-bound Train | Miles from Vancouver |  |
|------------------|----------------------|--|
| LEAVE            | 2509                 |  |
|                  | 2500                 |  |
| No               | 2494                 |  |
| Stop             | 2487                 |  |
|                  | 2479                 |  |
|                  | 2475                 |  |
|                  | 2470                 |  |
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| Miles from Montreal | West-bound Train | STATIONS—DESCRIPTIVE NOTES   | East-bound Train      | Miles from Vancouver |      |
|---------------------|------------------|--|-----------------------|----------------------|------|
|                     | LEAVE            |  | LEAVE                 |                      |      |
|                     | FIRST DAY        |  | Min'ng                |                      |      |
|                     | A.M.             |  | P.M.                  |                      |      |
| 615                 | 4.50             | <p>ber of smelting furnaces are in operation near Sudbury reducing the ores on the spot. Approaching <i>Onaping</i> a good view of the high falls of the Vermillion River is to be had for a moment; and from here to Biscotasing the scenery is particularly fine. <i>Tartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i> is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. <i>Chapleau</i> (pop. 700) is another divisional point, with railway workshops and is a bright railway town. Farming operations on a small scale have recently been commenced here. It is charmingly situated on Lake Kabequashesing, the waters of which flow into James' Bay. Near <i>Missanabie</i>, where Dog Lake is crossed, a short portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson's Bay. Furs are brought there from the far north for shipment. 19 miles south of <i>Missanabie</i> is excellent trout fishing, and the country is rich in minerals. Discoveries of free milling gold were made at Lake Wawa, five miles from Lake Superior, recently. Beyond <i>Missanabie</i> for sixty miles are many very heavy rock cuttings. <i>White River</i>, in addition to buildings common to all divisional stations, has yards for resting cattle <i>en route</i> from the Northwest to the eastern market. From <i>White River</i> station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i>, from which for sixty miles the line is carried through and around the bold and harsh promontories of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. No part of this wonderful scenery should be missed by the</p> | 11.35                 | 2291                 |      |
| 629                 |                  |  |                       |                      | 2277 |
| 644                 |                  |  |                       |                      | 2262 |
| 661                 |                  |  |                       |                      | 2245 |
| 675                 | 6.34             |  |                       | 9.49                 | 2231 |
| 685                 |                  |  |                       | No                   | 2221 |
| 694                 | No               |  |                       | Stop                 | 2212 |
| 710                 | Stop             |  |                       |                      | 2196 |
| 727                 |                  |  |                       |                      | 2179 |
| 747                 | 9.05             |  |                       | 7.50                 | 2159 |
| 763                 | A.M.             |  | P.M.                  | 2143                 |      |
| 776                 |                  |  |                       | 2130                 |      |
| 787                 |                  |  |                       | 2119                 |      |
| 797                 |                  |  |                       | 2109                 |      |
| 802                 |                  |  |                       | 2104                 |      |
| 811                 |                  |  |                       | 2095                 |      |
| 821                 | 11.24            |  | 5.17                  | 2064                 |      |
| 830                 |                  |  |                       | 2073                 |      |
| 846                 | 12.15            |  | 4.30                  | 2060                 |      |
|                     |                  |  | P.M.                  |                      |      |
|                     |                  |  | Leaving Lake Superior |                      |      |
| 865                 | P.M.             |  |                       |                      |      |
| 880                 | 1.10             |  |                       |                      |      |
| 896                 |                  |  | 3.55                  | 2041                 |      |
| 904                 |                  |  |                       | 2026                 |      |
| 912                 | 2.32             |  | 2.32                  | 2010                 |      |
|                     | P.M.             |  |                       | 2002                 |      |
|                     |                  |  |                       | 1994                 |      |
|                     |                  |  | P.M.                  |                      |      |



| Miles from Montreal | West-bound Train | STATIONS—DESCRIPTIVE NOTES   | East-bound Train                           | Miles from Vancouver |
|---------------------|------------------|--|--|----------------------|
|                     | LEAVE            | traveller, who should be on the look-out before reaching <i>Peninsula</i> . The great sweep around Jackfish Bay is particularly fine. Jackfish is the great coaling station for the railway on the northeast angle of Lake Superior, and near it gold mines are being profitably operated. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates Nepigon Bay from Lake Superior, and the shore of the bay is followed to and beyond <i>Nepigon</i> station. Between <i>Rosspoint</i> and <i>Gravel Rivers</i> some of the heaviest work on the entire line of railway occurs. The constantly changing views on Nepigon Bay are charming. All of the streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nepigon River especially, they are noted for their large size—six-pounders being not uncommon. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high bright-red cliff, and avoiding the heads of Black Bay and Thunder Bay, takes a straight course for <i>Fort William</i> , and from the higher elevations delightful views of Thunder Bay are to be had. | LEAVE                                      |                      |
|                     | Lake Superior    |  | Superb view                                |                      |
|                     | P.M.             |  | P.M.                                       |                      |
| 928                 | 3.12             | <b>Nepigon</b>   | 1.53                                       | 1978                 |
| 946                 |                  | <b>Wolf River</b>  |  | 1960                 |
| 961                 | No               | <b>Pearl River</b>   | No   | 1945                 |
| 970                 | Stop             | <b>Loon Lake</b>   | Stop                                       | 1938                 |
| 979                 |                  | <b>Mackenzie</b>   |  | 1927                 |
|                     | Trout fishing    |  |  |                      |
|                     |                  |  | EASTERN TIME<br>(Fort William to Montreal) |                      |
| 993                 | 5.05             | <b>Port Arthur</b> —Pop. 3,500. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels.  | 12.05                                      | 1913                 |
| 998                 | 5.25 P.M.        | <b>Fort William</b> —Pop. 3,500. A short distance from the mouth of the Kaministiquia river, a broad, deep stream with firm banks, affording extraordinary advantages for lake traffic.<br>The fine steel lake steamships of the Canadian Pacific line ply between here and Owen Sound (see page 71).<br>FORT WILLIAM is the western terminus of the Eastern div. of the C. P. R. and of their Lake Steamship Line.  | 11.50 A.M.                                 | 1908                 |
|                     | Daily.           |  | Daily.                                     |                      |

### FORT WILLIAM and LAGGAN: 1,382 Miles (Western Division)

| Miles from Montreal | West-bound Train                    | STATIONS—DESCRIPTIVE NOTES   | East-bound Train    | Miles from Vancouver |
|---------------------|-------------------------------------|--|---------------------|----------------------|
| 998                 | 16.55                               | <b>Fort William</b> —From the beauty of its situation, its accessibility and the opportunities for sport in the neighborhood, Fort William and Port Arthur have become favorite resorts for tourists. A long promontory of basaltic rock on the opposite | 10.20 A.M.          | 1908                 |
|                     | LEAVE                               |  | ARRIVE              |                      |
|                     | Train stops 30 min. at Fort William |  | Train stops 30 min. |                      |

Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.



| Miles from Montreal | West-bound Train                       | STATIONS—DESCRIPTIVE NOTES |  | East bound Train | Miles from Vancouver |  |
|---------------------|--|----------------------------|--|------------------|----------------------|--|
|                     | LEAVE                                  |                            |  | LEAVE            |                      |  |
|                     | Daily                                  |                            | side of the bay, called the "Sleeping Giant," whom Indian legend takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, which has yielded almost fabulous wealth, but the mines becoming flooded have been abandoned. Pie Island, another mountain of columnar basalt, divides the entrance to the bay, which is flanked on the west by Mackay Mountain, overlooking Fort William. Looking west, between Pie Island and Thunder Cape, Isle Royale may be seen in the distance. There are several hotels here—the Kaminstiquia being a handsome structure. Fort William was formerly a very important Hudson's Bay Company's post, and was the great rendezvous of the hunters, voyageurs and chief factors of the Company. The fur house of the old fort is now used as an engine house for the great coal docks and some of the largest grain elevators in the world over-shadow all. There are railway workshops and the usual buildings and sidings incident to a divisional point. Westbound passengers should set their watches back one hour, in conformity with "Central" standard time. The Pt. Arthur, Duluth & Western Ry. running to the Iron Range in Minnesota branches off from here. From Fort William to Winnipeg the railway traverses a wild broken region, with rapid rivers and many lakes, but containing valuable forests and mineral deposits. <i>Murillo</i> |                  |                      |  |
|                     | Silver Mines                           |                            |  | Civil wealth     |                      |  |
|                     | CENTRAL TIME (Fort William to Brandon) |                            |  | Daily            |                      |  |
|                     | The Harbor                             |                            |  | Thunder Bay      |                      |  |
|                     | P.M.                                   |                            |  | A.M.             |                      |  |
| 1005                |  | <b>Needing</b>             |  |                  | 1901                 |  |
| 1011                |  | <b>Murillo</b>             |  |                  | 1895                 |  |
| 1016                |  | <b>Kakabeka</b>            |  |                  | 1890                 |  |
| 1022                | ‡17.42                                 | <b>Kaminstiquia</b>        |  | 9.35             | 1884                 |  |
| 1027                |  | <b>Shunshine</b>           |  |                  | 1879                 |  |
| 1031                |  | <b>Finmark</b>             |  |                  | 1875                 |  |
| 1038                | No                                     | <b>Buda</b>                |  | No               | 1868                 |  |
| 1044                | stop                                   | <b>Oskondiga</b>           |  | stop             | 1862                 |  |
| 1053                |  | <b>Dexter</b>              |  |                  | 1853                 |  |
| 1057                |  | <b>Linkoping</b>           |  |                  | 1849                 |  |
| 1063                |  | <b>Atbara</b>              |  |                  | 1843                 |  |
| 1070                | ‡19.13                                 | <b>Savanne</b>             |  | ‡8.13            | 1836                 |  |
| 1076                |  | <b>Biota</b>               |  |                  | 1830                 |  |
| 1082                |  | <b>Upsala</b>              |  |                  | 1824                 |  |
| 1088                | No                                     | <b>Carlstadt</b>           |  |                  | 1818                 |  |
| 1095                | stop                                   | <b>Niblock</b>             |  | No               | 1811                 |  |
| 1103                |  | <b>Shebandowan</b>         |  | stop             | 1803                 |  |
| 1110                |  | <b>English River</b>       |  |                  | 1796                 |  |
| 1116                |  | <b>Martin</b>              |  |                  | 1790                 |  |
| 1123                |  | <b>Tamarac</b>             |  |                  | 1783                 |  |
|                     | Higher than Niagara                    |                            | is the railway station for the Rabbit Mount. silver district, and 4 miles from the station are the Kakabeka falls, where the Kaminstiquia leaps from a height rivalling that of Niagara. The falls are best reached from Fort  | THIRD DAY        |                      |  |
| 1128                | 21.02                                  | <b>Bonheur</b>             | William by railway   | 6.32             | 1778                 |  |
| 1141                |  | <b>Falcon</b>              | to Stanley Park  |                  | 1765                 |  |
| 1146                | ‡21.45                                 | <b>Ignace</b>              | and a three-mile   | 6.02             | 1760                 |  |
| 1150                | P.M.                                   | <b>Osaquan</b>             | stage ride. The railway follows up this river to Kaminstiquia, and then ascends the Mattawan and Wabigoon rivers; and there is excellent trout fish-   | A.M.             | 1756                 |  |
| 1154                |  | <b>Butler</b>              |  |                  | 1752                 |  |
| 1161                |  | <b>Raleigh</b>             |  |                  | 1745                 |  |
| 1167                | No                                     | <b>Bigsby</b>              |  | No               | 1739                 |  |
| 1174                | stop                                   | <b>Tache</b>               |  | stop             | 1732                 |  |
| 1180                |  | <b>Dyment</b>              |  |                  | 1726                 |  |
| 1184                |  | <b>Bruis</b>               |  |                  | 1722                 |  |
| 1191                |  | <b>Dinorwic</b>            |  |                  | 1715                 |  |

† Daily, except Sunday.

‡ Refreshment Stations.

§ Flag Station.

The 24-hour system is in use on the Western and Pacific Divisions. By this system the A.M. and P.M. are abolished, and the hours from noon to midnight are counted as from 12 to 24 o'clock.



TRANSCONTINENTAL RAIL ROUTE

| Miles from Montreal | West-bound Train      | STATIONS—DESCRIPTIVE NOTES |   | East-bound Train | Miles from Vancouver  |      |
|---------------------|-----------------------|----------------------------|---|------------------|-----------------------|------|
| 1196                | LEAVE 23.19           | <b>Wabigoon</b>            | <p>ing near all the stations as far as <i>Finmark</i>. Wolseley led an army from Fort William to Fort Garry (now Winnipeg) in 1870, using the more or less connected rivers and lakes much of the way. At <i>Eagle River</i>, two beautiful falls are seen, one above and the other below the railway. From here, to and beyond <i>Rat Portage</i>, the country is excessively broken and the railway passes through numerous rocky uplifts. The scenery is of the wildest description and deep rock-bound lakes are always in sight. The Sawbill mining country is reached from Bonheur station by Government waggon road. Wabigoon is the point of departure for the new Manitou mining region, and the Lower Seine and Rainy Lake country can be reached by this route. Steamers operate on these waters during navigation, and in winter there is a good sleigh road. A garden established the Ontario Government established an experimental farm. There being large areas of good land especially suited for mixed farming and dairying, settlement is progressing rapidly, the chief advantages of the district, besides the facility with which the land is cleared, being the proximity of good markets, the illimitable supply of timber and water, abundance of fish and game, winter employment for settlers in the lumber camps, and healthfulness of the climate. <i>Rat Portage</i> (pop. 4,500) at the principal outlet of the Lake of the Woods, is an important mining centre with several large saw-mills, the product of which is shipped westward to the prairies, and the key to the great gold fields now being developed in its immediate vicinity and in the Rainy Lake and Seine River districts to the south, which are easily reached by steamer, the route lying through one of the most picturesque regions on the continent. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior</p> | 4.25             | 1710                  |      |
| 1204                |                       | <b>Barclay</b>             |   |                  |                       | 1702 |
| 1209                | 23.45                 | <b>Droyden</b>             |   |                  | 4.02                  | 1607 |
| 1216                | P.M.                  | <b>Oxdrift</b>             |   |                  |                       | 1600 |
| 1221                |                       | <b>Minnetakie</b>          |   |                  |                       | 1685 |
| 1226                |                       | <b>Eagle River</b>         |   |                  |                       | 1680 |
| 1236                |                       | <b>Vermillion Bay</b>      |   |                  |                       | 1670 |
| 1244                | No                    | <b>Gilbert</b>             |   |                  | No                    | 1662 |
| 1250                | Stop                  | <b>Parrywood</b>           |   |                  | Stop                  | 1650 |
| 1256                |                       | <b>Jack Pine</b>           |   |                  |                       | 1645 |
| 1261                |                       | <b>Summit</b>              |   |                  |                       | 1630 |
| 1267                |                       | <b>Hawk Lake</b>           |   |                  |                       | 1632 |
| 1274                |                       | <b>MacMillan</b>           |   |                  |                       | 1629 |
| 1277                | 2.00                  | <b>Scovill</b>             |   |                  | 2.00                  | 1623 |
| 1283                | A.M.                  | <b>Margach</b>             |   |                  |                       | 1620 |
| 1296                |                       | <b>Garwood</b>             |   |                  |                       | 1615 |
| 1291                | 2.35                  | <b>Rat Portage</b>         |   |                  | 1.37                  | 1613 |
| 1293                |                       | <b>Norman</b>              |   |                  |                       |      |
|                     | The Lake of the Woods |                            |   |                  | The Wabigoon District |      |
| 1295                | A.M. 2.43             | <b>Keewatin</b>            |   | A.M. 1.21        | 1611                  |      |
| 1301                |                       | <b>Ostersund</b>           |   |                  | 1605                  |      |
| 1305                |                       | <b>War Eagle</b>           |   |                  | 1601                  |      |
| 1310                |                       | <b>Deception</b>           |   |                  | 1598                  |      |
| 1314                |                       | <b>Kalmar</b>              |   | No               | 1592                  |      |
| 1322                | No                    | <b>Ingolf</b>              |   |                  | 1584                  |      |
| 1327                | Stop                  | <b>Gross Lake</b>          |   | Stop             | 1579                  |      |
| 1335                |                       | <b>Telford</b>             |   |                  | 1571                  |      |
| 1343                |                       | <b>Rennie</b>              |   |                  | 1563                  |      |
| 1349                |                       | <b>Culver</b>              |   |                  | 1557                  |      |
| 1356                |                       | <b>Darwin</b>              |   | P.M. 23.29       | 1550                  |      |
| 1363                | 4.43                  | <b>Whitemouth</b>          |   |                  | 1543                  |      |
| 1369                |                       | <b>Shelly</b>              |   |                  | 1537                  |      |
| 1374                | No                    | <b>Julius</b>              |   | No               | 1532                  |      |
| 1379                |                       | <b>Moison</b>              |   |                  | 1527                  |      |
| 1388                | Stop                  | <b>Beausejour</b>          |   | Stop             | 1518                  |      |
| 1396                |                       | <b>Tyndall</b>             |   |                  | 1511                  |      |
| 1403                | 5.51                  | <b>Selkirk</b>             |   | 22.25            | 1503                  |      |
| 1409                |                       | <b>Gonor</b>               |   |                  | 1497                  |      |
| 1416                | A.M.                  | <b>Bird's Hill</b>         |   | P.M.             | 1490                  |      |
|                     | Daily                 |                            |   | Daily            |                       |      |

† Daily, except Sunday.

‡ Flag Station.





| Miles from Montreal | West-bound Train    | STATIONS—DESCRIPTIVE NOTES  | East-bound Train          | Miles from Vancouver |
|---------------------|---------------------|---|---------------------------|----------------------|
|                     | DAILY.              | and the Pacific. Its fisheries are very valuable, the annual shipments being large. The lake is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break thro' a narrow rocky rim at Rat Portage and Keewatin, and fall in to the Winnipeg River. Near Keewatin are the newly completed works of the Keewatin Power Co., creating one of the greatest water-powers in the world, making of the Lake of the Woods a gigantic mill-pond with an area of 3,000 square miles, and affording most convenient sites for pulp-mills, saw-mills, flouring mills and other establishments for supplying the needs of the Great North-West and for manufacturing its products on their way to eastern markets. <i>Norman</i> is an adjacent village, and at <i>Keewatin</i> (pop. 1,400) near by is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., built of granite quarried on the spot. Numerous pretty lakes are passed, and Manitoba is entered just after leaving Ingolf. At <i>White-mouth</i> , where settlement is reaching large proportions, sawmills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At <i>East Selkirk</i> the line turns southward following Red River towards Winnipeg, and at St. Boniface the river is crossed by a long iron bridge and <i>Winnipeg</i> is reached. | DAILY.                    |                      |
| 1424                | Ar 6.30<br>Lv 7.15  | <b>Winnipeg</b> —Alt. 700 ft. Pop. 45,000. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine rivers, both navigable by steamboats, it has been, for many years, the chief post of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north, east and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, parks, hospital, great flouring mills and grain elevators, a huge abattoir, and many notable public buildings, including Provincial and Dominion offices. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than twenty miles of sidings. The Company has also a fine passenger station and refreshment rooms. The principal land offices of the Canadian Pacific Ry. Co. are in the station, and near by are the chief immigration office of the Dominion Government in the West, and immigrant sheds. The Railway Com-   | L. 21.50<br>A. 21.20      | 1482                 |
|                     | Daily               |   | Daily                     |                      |
|                     | SECOND DAY          |   |                           |                      |
|                     | C.P.R. Land Offices |   | Visit C.P.R. Land Offices |                      |

† Refreshment Stations.

Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.

**MEMORANDA**

| East-bound Train | Miles from Vancouver |
|------------------|----------------------|
|------------------|----------------------|

DAILY.

L. 21.00  
A. 21.20 1482

Daily

Visit  
C.P.R.  
Land  
Office

| Miles from Montreal | West-bound Train         | STATIONS—DESCRIPTIVE NOTES   | East-bound Train | Miles from Vancouver          |       |      |
|---------------------|--------------------------|--|------------------|-------------------------------|-------|------|
|                     | LEAVE                    | <p>pany own the odd numbered sections in the belt of land extending twenty-four miles on each side of track between Winnipeg and the Rocky Mountains. Settlers can here leave the transcontinental train and go on when suitable. Sectional maps and pamphlets giving valuable information as to the nature and character of the lands traversed by the road are supplied to those who desire them free of cost. Agents, at all points along the line, can give full information and prices of the Company's lands in the vicinity of the respective stations. Railway lines radiate in all directions. The C.P.R. has two branches leading southward on either side of the Red River to Emerson and Gretna, on the U.S. boundary, connecting at the latter point with the train service of the Great Northern Railway. Two branch lines of the C.P.R. go S. W. to ANTLER in Eastern Assiniboia, and NAPINKA in Southern Manitoba, 167 and 221 miles distant respectively, connecting at Souris and Napinka with the branch line from Brandon through to Estevan or junction with the new Soopacific line, and two other branches run N. and N. W., one to the old town of SELKIRK and the other to STONY MOUNTAIN</p> | LEAVE            |                               |       |      |
|                     | Railway connections      |  |                  | ARRIVE AT WINNIPEG P.M. 21.20 |       |      |
|                     | LEAVE WINNIPEG A.M. 7.15 |  |                  |                               |       |      |
| 1431                | No Stop                  | <p><b>Bergen</b><br/> <b>Rosser</b><br/> <b>Meadows</b><br/> <b>Marquette</b><br/> <b>Reaburn</b><br/> <b>Poplar Point</b><br/> <b>High Bluff</b></p> <p>STONEWALL and TEULON, 30 miles north of the city. Though the country here is apparently as level as a billiard table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. There is a belt of fertile land west of Winnipeg, but from <i>Rosser</i> as far as <i>Poplar Point</i>, the settlement is slight, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond <i>Poplar Point</i> farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles. <i>Marquette</i> is exactly half-way between Montreal and Vancouver. Long Lake, a favorite resort for sportsmen, is passed after leaving <i>Reaburn</i>.</p>  |                  | 1475                          |       |      |
| 1439                |                          |  |                  |                               | 1467  |      |
| 1446                |                          |  |                  |                               | 20.22 | 1480 |
| 1453                |                          |  |                  |                               |       | 1453 |
| 1459                |                          |  |                  |                               |       | 1447 |
| 1464                |                          |  |                  |                               |       | 1442 |
| 1473                |                          |  |                  | 1433                          |       |      |
| 1480                | 8.50 P.M.                | <p><b>Portage la Prairie</b>—Alt. 800 ft. Pop. 4,500. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, a brewery, biscuit factory and several other industries. The Manitoba &amp; Northwestern Ry. extends from here 223 miles northwest, towards Prince Albert, the Canadian Northern Ry.</p>   | 19.45 P.M.       | 1426                          |       |      |
|                     | M. & N. W. Ry.           |  | M. & N. W. Ry.   |                               |       |      |

**MEMORANDA**

| East-bound Train | Miles from Vancouver |
|------------------|----------------------|
|------------------|----------------------|

LEAVE

ARRIVE  
AT WIN-  
NIPEG  
P.M.  
21.20

20.22

1475  
1467  
1460  
1453  
1447  
1442  
1433

19.49 1426  
P.M.

M. & N.  
W. Ry.

| Miles from Montreal | West-bound Train                 | STATIONS—DESCRIPTIVE NOTES  |  | East-bound Train                       | Miles from Vanc.'s |
|---------------------|----------------------------------|---|--|--|--------------------|
|                     | Dauphin Ry.                      | branching off at Gladstone through the newly-opened Lake Dauphin district to Lake Winnipegosis, where there are extensive salt wells, which are yet awaiting development, another branch leading off from Sifton through the Swan River Valley.   |  | Dauphin Ry.                            |                    |
| 1487                | A.M.                             | <b>Burnside</b>   | Between Portage  |  | 1416               |
| 1495                |                                  | <b>Bagot</b>  | la Prairie   |  | 1411               |
| 1501                | 9.28                             | <b>McGregor</b>   | and Brandon,   |  | 1405               |
| 1509                |                                  | <b>Austin</b>   | stations succeed   |  | 1397               |
| 1517                |                                  | <b>Sidney</b>   | one another at   | No                                     | 1389               |
| 1522                | No                               | <b>Melbourne</b>  | intervals of five  | stop                                   | 1384               |
| 1530                | Stop                             | <b>Carberry</b>   | or eight miles,  |  | 1376               |
| 1538                |                                  | <b>Sewell</b>   | and many of  |  | 1368               |
| 1546                |                                  | <b>Douglas</b>  | them are sur-  |  | 1360               |
| 1551                |                                  | <b>Chater</b>   | rounded by   |  | 1355               |
|                     | The Assiniboine                  | bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from <i>Austin</i> along a sandy slope to a plateau, near the centre of which is situated <i>Carberry</i> (pop. 1500), an important grain market. From <i>Sewell</i> it descends again to the valley of the Assiniboine. The Brandon Hills are seen towards the southwest. From <i>Chater</i> , the Great Northwest Central Railway, running northwestward towards the Saskatchewan country, is operated to <i>Hamiota</i> , a distance of 51 miles. Four miles beyond <i>Chater</i> the Assiniboine is crossed by an iron bridge and <i>Brandon</i> is soon reached. |  | CENTRAL TIME (Brandon to Fort William) |                    |
| 1557                | Ar 11.05<br>Lv 10.12             | <b>Brandon</b> —Alt. 1,150 ft. Pop. 5,800. A  | divisional point; and one of the largest grain markets in Manitoba; and the distributing market for an extensive and well settled country. It has eight grain elevators, flouring mill, large planing mills and a number of manufactories. The town is beautifully situated on high ground, and although only fourteen years old, has well-made streets and many substantial buildings. A Dominion Experimental Farm and a Provincial Asylum are established near the city. The Pipestone Branch line runs from here to Reston, about 63 miles south. At Menteith Jct. it connects with the Souris Branch which runs 133 miles south-west to Estevan, located on the Soo-Pacific line, connecting the Canadian North-West with the Middle and North-Western States of the Union. The standard time changes | Lv 17.45<br>Ar 15.38                   | 1349               |
|                     | MOUNTAIN TIME (Brandon to Lagan) |   |  | A great wheat market                   |                    |
| 1565                | No                               | <b>Kemnay</b>   | here to "Mountain"—one hour  |  | 1341               |
| 1573                | stop                             | <b>Alexander</b>  | slower. Beyond   | No                                     | 1333               |
| 1581                |                                  | <b>Griswold</b>   | Brandon the rail-  | stop                                   | 1325               |
| 1589                |                                  | <b>Oak Lake</b>   | way draws away   |  | 1317               |
| 1597                | 11.20                            | <b>Routledge</b>  | from the Assini-   |  | 1309               |
| 1604                | 19.43                            | <b>Viriden</b>  |  |  | 1302               |



| Miles from Montreal | West-bound Train  | STATIONS--DESCRIPTIVE NOTES   |   | East-bound Train     | Miles from Vancouver |
|---------------------|-------------------|---|---|----------------------|----------------------|
| 1612                | LEAVE             | <b>Hargrave</b>   | boine River and rises from its valley to a 'rolling or undulating prairie, well occupied by prosperous farmers, as the thriving villages at frequent intervals bear evidence. <i>Virden</i> is the market town of a particularly attractive district; but beyond it, for 40 miles, the lands within a mile or two of the railway are chiefly held by speculators, and the farms within sight are scattered. A mile east of <i>Fleming</i> , the District of Assiniboia is entered. <i>Moosomin</i> , the first town reached in that District, is the station for FORT ELLICE at the north and the MOOSE MOUNTAIN district at the south. From <i>Whitewood</i> the country northward is accessible by a bridge over the Qu'Appelle River. <i>Perceval</i> stands upon a ridge 100 ft. higher than the general level. All the way from Brandon to Broadview, the frequent ponds and copses afford excellent opportunities for sport—water fowl and "prairie chicken" being especially abundant. | LEAVE                | 1294                 |
| 1621                |                   | <b>Elkhorn</b>  |   | 15.03                | 1285                 |
| 1635                | No                | <b>Fleming</b>  |   | No                   | 1271                 |
| 1643                | Stop              | <b>Moosomin</b>   |   | Stop                 | 1263                 |
| 1650                |                   | <b>Red Jacket</b>   |   |                      | 1256                 |
| 1659                |                   | <b>Wapella</b>  |   |                      | 1247                 |
| 1667                | 13.33             | <b>Burrows</b>  |   | 13.33                | 1239                 |
| 1673                |                   | <b>Whitewood</b>  |   |                      | 1233                 |
| 1680                |                   | <b>Perceval</b>   |   |                      | 1226                 |
| 1688                | 14.24             | <b>Broadview</b> —Alt. 1,950 ft. Pop. 1000. A railway divisional point, prettily situated at the head of Weed Lake. A reservation occupied by Cree Indians is not far away.   |   | Approaching Manitoba | 12.55                |
| 1696                |                   | <b>Oakshela</b>   | Westward the line follows a gradually rising prairie. <i>Grenfell</i> , <i>Wolseley</i> and <i>Sintaluta</i> have already become important local markets. A little beyond <i>Sintaluta</i> , <i>Indian Head</i> is approached. The Government farm is situated on the north side of the railway, and in this locality are numerous large farms on which great yields of wheat are obtained. The town of Indian Head is making rapid growth consequent upon the successful farming of the district around it.  |                      | 1210                 |
| 1704                |                   | <b>Grenfell</b>   |   |                      | 1202                 |
| 1711                | No                | <b>Summerberry</b>  |   | No                   | 1195                 |
| 1719                | Stop              | <b>Wolseley</b>   |   | Stop                 | 1187                 |
| 1728                |                   | <b>Sintaluta</b>  |   |                      | 1178                 |
| 1738                |                   | <b>Indian Head</b>  |   |                      | 1168                 |
| 1743                | Large Wheat Farms | <b>Qu'Appelle</b> —Alt. 2,050 ft. Pop. 950. A vigorous new town, the supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle and beyond. Fort Qu'Appelle, 20 miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school. |   | Large Wheat Farms    |                      |
|                     | Fort Qu'Appelle   |   | Qu'Appelle Valley   |                      |                      |





| Miles from Montreal | West-bound Train        | STATIONS—DESCRIPTIVE NOTES  |   | East-bound Train        | Miles from Vancouver |
|---------------------|-------------------------|---|---|-------------------------|----------------------|
|                     | LEAVE                   |   |   | LEAVE                   |                      |
| 1758                | No                      | <b>McLean</b>   | For eight miles beyond Qu'Appelle station the country is somewhat wooded.<br><br>At <i>McLean</i> (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Within a mile of <i>Balgonie</i> station is the first or more easterly farm of the Canadian Land and Rancho Company, a farm chiefly devoted to grain growing, there being 4,000 acres in crop. Passing <i>Pilot Butte</i> , a rounded hill lending its name to an unimportant station near by, <i>Regina</i> is seen spread out on the plain ahead. | No                      | 1150                 |
| 1765                | Stop                    | <b>Balgonie</b>   |   | Stop                    | 1141                 |
| 1772                |                         | <b>Pilot Butte</b>  |   | Stop                    | 1134                 |
|                     | The Regina plain        |   |   | The Regina plain        |                      |
| 1781                | 17.05                   | <b>Regina</b> —Alt. 1,875 ft. Pop. 2,200. The capital of the North-West Territories and the distributing point for the country far north and south. A railway extends northward from here, crossing the south branch of the Saskatchewan at Saskatoon, and continues up to Prince Albert on the North Saskatchewan a short distance above the junction of the two branches. This line opens up a very fertile territory, known as the park country, in which large numbers of settlers have already become prosperous. The Executive Council of the Northwest Territories, embracing the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is at Regina, extends over all these districts. Beyond the station the territorial governmental offices, exhibition buildings and lieutenant-governor's residence may be seen on the right, and a little further, on the same side, are the headquarters of the Northwest Mounted Police. The barracks, officers' quarters, offices, storehouses and the imposing drill-hall, together make a handsome village. The Mounted Police is a military organization numbering 840 men, who are stationed at intervals over the Northwest, to look after the Indians and preserve order generally. | 10.05   | 1125                    |                      |
|                     | Capital of N. W. Terr's |   |   | Capital of N. W. Terr's |                      |
|                     | M't'd Police            |   |   |                         |                      |
| 1791                | No                      | <b>Grand Coulee</b>   | ed at intervals over the Northwest, to look after the Indians and preserve order generally.<br><br>From Pasqua a branch line extends  | No                      | 1115                 |
| 1798                | Stop                    | <b>Pense</b>  |   | Stop                    | 1108                 |
| 1806                |                         | <b>Belle Plaine</b>   |   | Stop                    | 1100                 |
| 1814                |                         | <b>Pasqua</b>   |   | Stop                    | 1092                 |

**MEMORANDA**

East-bound Train      Miles from Vanc'vr

LEAVE 1150  
No 1141  
Stop 1134

The Regins plain

10.05 1125

Capital of N.W. Terr's

No 1115  
Stop 1108  
1100  
1092

| Miles from Montreal | West-bound Train              | STATIONS—DESCRIPTIVE NOTES |  | East-bound Train            | Miles from Vancouver |
|---------------------|-------------------------------|----------------------------|--|-----------------------------|----------------------|
|                     | LEAVE                         |                            |  | LEAVE                       |                      |
| 1822                | P. M.<br>Ar 18.30<br>Lv 18.47 |                            | <p>south-east through Estevan to the international boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast. Trains run through between St. Paul and Minneapolis and Moose Jaw, where connection is made with the Pacific and Atlantic express trains.</p> <p><b>Moose Jaw</b>—Alt. 1,725 ft. Pop. 1,200. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations further east.</p>  | A. M.<br>Lv 8.40<br>Ar 8.25 | 1081                 |
|                     |                               |                            |  | SEC'ND DAY                  |                      |
| 1830                |                               | <b>Boharm</b>              | From Moose Jaw the line  |                             | 1076                 |
| 1839                | f 19.16                       | <b>Caron</b>               | steadily rises on the eastern slope of the <i>coteau</i> and winds through an irregular depression to the basin of the Old Wives' lakes—extensive bodies of water having no outlet and consequently alkaline. The northern-most  | f 7.57                      | 1067                 |
| 1846                |                               | <b>Mortlach</b>            |  |                             | 1060                 |
| 1857                | f 19.48                       | <b>Parkbeg</b>             |  | f 7.20                      | 1049                 |
| 1867                |                               | <b>Secretan</b>            |  |                             | 1039                 |
| 1876                | f 20.28                       | <b>Chaplin</b>             |  | f 6.52                      | 1030                 |
| 1885                |                               | <b>Ernflin</b>             |  |                             | 1021                 |
| 1896                |                               | <b>Morse</b>               |  |                             | 1010                 |
| 1905                |                               | <b>Herbert</b>             |  |                             | 1001                 |
| 1913                | f 21.38                       | <b>Rush Lake</b>           |  | f 5.45                      | 993                  |
| 1921                | f 21.52                       | <b>Waldeck</b>             |  | f 5.33                      | 985                  |
| 1929                |                               | <b>Aikins</b>              |  |                             | 977                  |
|                     |                               |                            | <p>of these lakes is reached at <i>Chaplin</i>. The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows," and bones of the vanished bison can be seen piled up at the different stations awaiting shipment. Antelope may now be sometimes seen, and coyotes and prairie dogs. Near <i>Morse</i> is a salt lake, and not far beyond is Rush lake, a large area of fresh water and a favorite resort of water fowl—swans, geese, ducks and pelicans—which at times congregate here in myriads. At <i>Rush Lake</i> on the north side of the line is the second of the Canadian Land and Ranche Company's farms, and on the south side that Company has 700 acres under irrigation. There are a number of these in various districts aggregating about 110,000 acres. Each of them contains an area of about 10,000 acres. The Company have imported a</p> | Wild fowl                   |                      |
|                     | The Buffalo plains            |                            |  |                             |                      |
|                     | Game & wild fowl              |                            |  | Canadian Agr'ol Co's Farms  |                      |
|                     | Canadian Agr'ol Co's Farms    |                            |  |                             |                      |

|| Refreshment Stations.

Flag Station.

# MEMORANDA

| East-bound Train            | Miles from Vancouver |
|-----------------------------|----------------------|
| <b>LEAVE</b>                |                      |
| A. M.<br>Lv 8.40<br>Ar 8.25 | 1081                 |
| <b>SEC'ND DAY</b>           |                      |
|                             | 1076                 |
| f 7.57                      | 1087                 |
|                             | 1000                 |
| f 7.26                      | 1049                 |
|                             | 1039                 |
| f 6.52                      | 1030                 |
|                             | 1021                 |
|                             | 1010                 |
|                             | 1001                 |
| f 5.45                      | 993                  |
| f 5.33                      | 985                  |
|                             | 977                  |
| Wild fowl                   |                      |
| Canadian Agr'c'l Co's Farms |                      |
| Flag Station.               |                      |

| Miles from Montreal | West-bound Train | STATIONS—DESCRIPTIVE NOTES  | East-bound Train      | Miles from Vanc'y |
|---------------------|------------------|---|-----------------------|-------------------|
|                     | <b>LEAVE</b>     |   | <b>LEAVE</b>          |                   |
| 1935                | 22.24            | number of thoroughbred stock for their different ranches.<br><b>Swift Current</b> —Alt. 2,400 ft. A railway divisional point, on a pretty stream of the same name. At <i>Swift Current</i> is the principal sheep farm of the Canadian Land and Rancho Company, from which during each year a large crop of wool is shipped. From this farm and outlying stations within 25 miles, the Company annually round-up 10,000 sheep. The well appointed farm buildings can be seen on the hills immediately south of the station. Close to them the Government have erected a Meteorological Observing Station.   | 5.10                  | 971               |
| 1944                | No               | <b>Leven</b>  |                       | 902               |
| 1949                | Stop             | <b>Seward</b>   | No                    | 957               |
| 1956                |                  | <b>Webb</b>   | Stop                  | 950               |
| 1963                |                  | <b>Antelope</b>   |                       | 943               |
| 1970                | 23.28            | <b>Gull Lake</b>  | 3.55                  | 936               |
| 1979                | No               | <b>Oarmichael</b>   | No                    | 927               |
| 1986                | Stop             | <b>Tompkins</b>   | Stop                  | 920               |
| 1989                |                  | <b>Sidewood</b>   |                       | 917               |
| 2000                | f24.20           | <b>Crane Lake</b>   | 3.01                  | 906               |
| 2010                |                  | <b>Colley</b>   |                       | 896               |
| 2021                | 24.58            | <b>Maple Creek</b>  | 2.22                  | 885               |
| 2030                |                  | <b>Kincorth</b>   |                       | 878               |
|                     | Mid-night        | From here to Medicine Hat, on the South Saskatchewan a t c h e w a n River, the line skirts the northern base of the Cypress Hills, which gradually rise towards the west, until they reach an altitude of 3,800 ft., and in many places are covered with valuable timber. At Gull Lake is another farm of the Canadian Land & Ranches Co., which is entirely devoted to sheep, 6,000 being usually wintered there. An irrigated meadow on the north side of the lake is worth seeing. Crane Lake, where there is another farm, is the Company's headquarters. This farm, 1,200 acres of which are irrigated, is entirely devoted to stock raising, 7,000 cattle and 500 horses being usually on the range. The satisfactory results obtained from working farms at various points on the line proved the value of these lands for farming, and resulted in attracting the attention of settlers and capitalists to this section of the country. It is, however, specially valuable as a stock-raising district. It is impossible to conceive of a better stock country than that lying between the Cypress Hills and the Railway. Rich in the grasses that possess peculiar attractions for horses and cattle, the valleys and groves of timber give ample shelter all seasons of the year, and the numerous streams flowing out of the Cypress Hills afford an unfailing supply of water. The handsome profits realized by the stockmen testify better than words to the value of this district for cattle raising. | A. M.                 |                   |
|                     | Stock Raisi'g    |   | Stock Raisers Profits |                   |
| 2040                | A. M.            | <b>Forres</b>   | A. M.                 | 866               |
| 2045                | 1.40             | <b>Cummings</b>   | 1.40                  | 861               |
| 2052                | f1.53            | <b>Walsh</b>  | f1.25                 | 854               |
|                     |                  | Lakes and ponds, some fresh, some alkaline, occur   |                       |                   |

|| Refreshment Stations.

f Flag Station.

**MEMORANDA**

| East-bound Train     | Miles from Vanc'y r |
|----------------------|---------------------|
| LEAVE                |                     |
| 5.10                 | 971                 |
| No Stop              | 902<br>957<br>950   |
| 3.55                 | 943<br>930<br>927   |
| No Stop              | 920<br>917          |
| 3.01                 | 906<br>890<br>885   |
| 2.22                 | 878                 |
| A. M.                |                     |
| Stock Rais's Profits |                     |
| A. M.                | 866<br>861<br>854   |
| 1.40                 |                     |
| 1.25                 |                     |
| Station.             |                     |

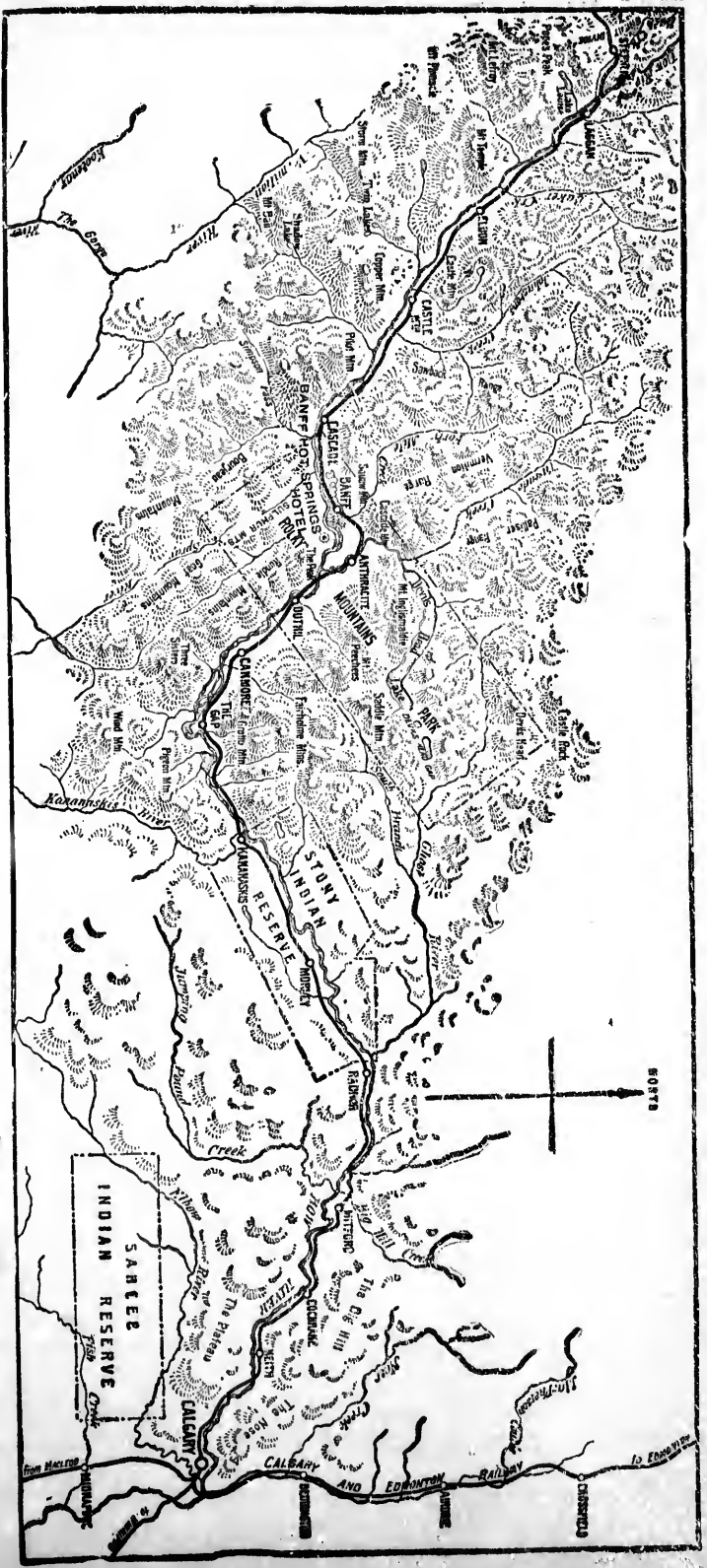
| Miles from Montreal          | West-bound Train             | STATIONS—DESCRIPTIVE NOTES  |  | East-bound Train             | Miles from Vancouver     |
|------------------------------|------------------------------|---|--|------------------------------|--------------------------|
| 2062<br>2077<br>2079         | LEAVE<br>f 2.10<br><br>A. M. | <b>Irvine</b><br><b>Dunmore</b><br><b>Dunmore Jct.</b>  | at intervals to <i>Maple Creek</i> . At this station are extensive yards for the shipment of cattle, many of which are driven here from Montana. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. Near the town is a police station, and not far away is a Cree Indian village. From <i>Forres</i> to <i>Dunmore</i> , rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At <i>Dunmore</i> , the Canadian Land and Rancho Company have what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. From <i>Dunmore</i> , the Crow's Nest Railway leads off westerly past <b>LETHBRIDGE</b> , one of the chief sources of the coal supply for the country east to <b>Winnipeg</b> and through the Crow's Nest Pass of the Rocky Mountains, to <b>Kootenay Lake</b> and to the mines of <b>West Kootenay</b> , in whose greater development it is proving a powerful factor by supplying cheap fuel for its smelters from the <b>Fernie</b> mines. It is also opening up the new mining region of <b>East Kootenay</b> whose richness has been established, and creating a new market for the products of the prairies of <b>Western Canada</b> . <b>Lethbridge</b> is an important town near the centre of the <b>Macleod</b> ranching district, and a narrow-gauge railway runs from it south to the international boundary line and thence on to <b>Great Falls, Mont.</b> From <b>Dunmore Jct.</b> , the <b>Canadian Pacific Railway</b> drops into the valley of the <b>South Saskatchewan</b> , which is crossed by a fine steel bridge at <b>Medicine Hat</b> . | LEAVE<br>f 1.07<br><br>A. M. | 844<br>829<br>827        |
|                              |                              | Crow's Nest Pass Ry.  |  |                              |                          |
|                              |                              | Coal Mines  |  | Coal Mines                   |                          |
| 2084                         | 3.00                         | <b>Medicine Hat</b> —Alt. 2,150 ft. (indicating the local depression of the river-valley). Pop. 1200. A railway divisional point, with repair shops, etc., at which a stop of 30 minutes is made. The town is in the centre of a magnificent ranching district, and has churches, hospital and other public buildings. An important station of the <b>Mounted Police</b> is established here. There are several coal mines in the vicinity, and the river is navigable for steamboats for some distance above and for 800 miles below to <b>Lake Winnipeg</b> . |  | 24.27<br>MID-NIGHT           | 822                      |
|                              |                              | Coal  |  |                              |                          |
| 2092<br>2099<br>2111<br>2119 | No<br>Stop                   | <b>Stair</b><br><b>Bowell</b><br><b>Suffield</b><br><b>Langevin</b>   | Beyond the river the railway rises to the high prairie-plateau which extends, gradually rising,  | No<br>Stop                   | 814<br>807<br>795<br>787 |

|                  |                     |
|------------------|---------------------|
| East-bound Train | Miles from Vanc'v'r |
| LEAVE            | 844                 |
| f 1.07           | 829                 |
| A.M.             | 827                 |

Coal Mines

24.27 822  
MID-N'GHT

No Stop  
814  
807  
795  
787





| Miles from Montreal | West-bound Train           | STATIONS—DESCRIPTIVE NOTES  |  | East-bound Train | Miles from Vancouver |
|---------------------|----------------------------|---|--|------------------|----------------------|
|                     | <b>LEAVE</b>               |   |  | <b>LEAVE</b>     |                      |
| 2128                |                            | <b>Kininvie</b>   | to the base of the mountains. At <i>Stair</i> the Railway crosses the first of the Canadian Land and Ranche Company's farms west of the Saskatchewan, where one of the largest herds of Gallo-way cattle in the world is to be seen. There is a strong up-grade to <i>Bowell</i> , then a rapid descent to <i>Suffield</i> , followed by a steady rise. Bow River occasionally appears at the south. The prairie here is seen to advantage, and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized at <i>Langevin</i> , in pumping water for the supply of the railway, and both there and at <i>Tilley</i> it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen, 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the border land between the districts of Assiniboia and Alberta. Near <i>Crowfoot</i> , and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Land and Ranche Company. The Company has 1600 acres under crop here and reap excellent harvests. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view—a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River, where there is another 10,000 acre farm of the Canadian Land and Ranche Company, devoted principally to cattle and horse raising, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached. |                  | 778                  |
| 2137                |                            | <b>Tilley</b>   |  | 769              |                      |
| 2148                |                            | <b>Bantry</b>   |  | 758              |                      |
| 2157                | No                         | <b>Cassils</b>  |  | No               | 749                  |
| 2165                | Stop                       | <b>Southesk</b>   |  | Stop             | 741                  |
| 2174                |                            | <b>Lathom</b>   |  |                  | 732                  |
| 2182                |                            | <b>Bassano</b>  |  |                  | 724                  |
| 2190                | 6.00                       | <b>Crowfoot</b>   |  | 21.12            | 716                  |
| 2201                |                            | <b>Cluny</b>  |  | 705              |                      |
| 2209                | A. M.<br>6.30              | <b>Gleichen</b>   | P. M.<br>20.43   | 697              |                      |
| 2218                |                            | <b>Namaka</b>   |  | 688              |                      |
| 2225                | No                         | <b>Strathmore</b>   | No   | 681              |                      |
| 2233                | Stop                       | <b>Cheadle</b>  | Stop   | 673              |                      |
| 2244                | f 7.30                     | <b>Langdon</b>  | f 19.50  | 662              |                      |
| 2254                |                            | <b>Shepard</b>  |  | 652              |                      |
|                     | A. M.                      |   | Natural Gas  |                  |                      |
|                     | First sight of the Rockies |   | Last glimpse of the Rockies  |                  |                      |
|                     | THIRD DAY                  |   |  |                  |                      |
| 2264                | 8.35                       | <b>Calgary</b> —Alt. 3,888 ft. Pop. 4,500. The most important, as well as the handsomest, place between Brandon and Vancouver, has recently been creat- | 10.20  | 642              |                      |

**MEMORANDA**

East-bound Train      Miles from Vanc'v'r

LEAVE 778  
769  
758  
No 749  
Stop 741  
732  
724  
21.12 716  
705

P. M.  
20.43 697  
No 688  
Stop 681  
673  
19.50 662  
652

Natural Gas

Last limbs of the Rockies

9.20 642

Station.

Series of horizontal lines for notes, with a dotted line in the middle of each line.

| Miles from Montreal | West-bound Train             | STATIONS—DESCRIPTIVE NOTES  | East-bound Train      | Miles from Vancouver |
|---------------------|------------------------------|---|-----------------------|----------------------|
|                     | LEAVE                        |   | LEAVE                 |                      |
|                     | Calgary's advantages         | <p>ed a city. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the northern part of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary, a branch line runs north to Edmonton on the Saskatchewan, and another branch south to Macleod thus throwing open a new and vast country which is annually attracting settlers in large numbers. Calgary is an important station of the Mounted Police, and a post of the Hudson's Bay Company.</p> | Importance of Calgary |                      |
| 2273                | A. M.                        | <b>Kelth</b> —Alt. 3,525 ft.  |                       | 633                  |
| 2287                | 9.25                         | <b>Cochrane</b> —Alt. 3,700 feet  | 18.08                 | 619                  |
| 2297                |                              | <b>Radnor</b> —Alt. 3,800 feet  |                       | 609                  |
| 2306                | 10.05                        | <b>Morley</b> —Alt. 4,000 ft.   | 17.31                 | 600                  |
|                     | The ranch's of the foothills | <p>are passed in rapid succession—great herds of horses in the lower valleys, thousands of cattle on the terraces, and flocks of sheep on the hilltops may be seen at once, making a picture most novel and interesting. Saw-mills and coal-mines appear along the valley. After leaving Cochrane, and crossing the Bow, the line ascends to the top of the first terrace, whence a magnificent outlook is obtained, toward the left, where the foothills rise in successive tiers of sculptured heights to the snowy range behind them.</p>  |                       |                      |
| 2318                |                              | <b>Kananaskis</b> —Alt. 4,100 ft.   |                       | 588                  |
| 2326                |                              | <b>The Gap</b> —Alt. 4,200 ft.  |                       | 580                  |
|                     | Kananaskis Falls             | <p>and seemingly an impenetrable barrier, their bases deeply tinted in purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond <i>Kananaskis</i> station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Moun-</p>   | Kananaskis Falls      |                      |
|                     | Entrance to the Rockies      |   |                       |                      |

MEMORANDA

East-bound Train      Miles from Vancouver

LEAVE

Importance of Calgary

18.08      633  
619

17.31      609  
600

588  
580

Kan-  
an-  
askis  
Falls

| Miles from Montreal | West-bound Train               | STATIONS—DESCRIPTIVE NOTES  | East-bound Train                            | Miles from Vancouver |
|---------------------|--------------------------------|---|---|----------------------|
|                     | LEAVE                          |   | LEAVE                                       |                      |
|                     | The Three Sisters              | <p>tains are entered. Through this gateway, the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme range on the right and the Kananaskis range opposite. The prominent peak on the left is Pigeon Mountain, and in approaching the station called <i>The Gap</i>, a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original upheavals. This disturbed stratification is plainly marked upon the faces of the cliffs, by the ledges that hold the snow after it has disappeared elsewhere, or by long lines of trees, which there alone can maintain a foothold; and this peculiarity is one of the most striking and admirable features of the scenery. Many ranges of prodigious mountains like these must be traversed before the Pacific Coast is reached, and grandeur and beauty will crowd upon the attention without ceasing, as the train speeds through gorge and over mountain, giving here a vast outlook, and there an interior glimpse, then exchanging it for a new one with the suddenness of a kaleidoscope.</p> | Exit from the mountains thro' Bow River Gap |                      |
|                     | Geology of the mountains       |   | Peculiarities of mountain scenery           |                      |
|                     | Grandeur and beauty            |   |   |                      |
| 2331                | A. M. 11.02<br>Observation Car | <p><b>Canmore</b>—Alt. 4,230 feet. Pop. 200. Railway divisional point, near which are large coal mines, in which with those at Anthracite \$1,000,000 have been invested. Here an observation car, specially designed to allow an unbroken view of the wonderful mountain scenery, is attached to the train from May 1st to Oct. 15th. From the</p>   | P. M. 16.39                                 | 575                  |

**MEMORANDA**

| East-bound Train | Miles from Vanc'y I |
|------------------|---------------------|
|------------------|---------------------|

LEAVE

Exit from the mountain thro' Bow River Gap

Facilities of mountain country

M. 39

575

Handwritten notes area with horizontal lines.

| Miles from Montreal | West-bound Train   | STATIONS—DESCRIPTIVE NOTES   | East-bound Train                | Miles from Vancouver |
|---------------------|--------------------|--|---------------------------------|----------------------|
|                     | LEAVE              |  | LEAVE                           |                      |
|                     | Canmore            | station a striking profile of the Three Sisters is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, stands a group of isolated and curiously weathered conglomerate monuments, called "hoodoos," which appear again further on in different stages of formation. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view. Five miles beyond Canmore the Rocky Mountain Park is entered.  | The Three Sisters               |                      |
| 2341                | 11.25              | <b>Anthracite</b> —Alt. 4,350 ft. The pass narrows suddenly, and as the mountains are penetrated the scenery becomes grander and more awe-inspiring. The over-hanging peak on the left is Rundle, behind which lie the Hot Springs of Banff. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which, though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance boldly to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at <i>Anthracite</i> station, are the great coal mines which penetrate a spur of the Fairholme sub-range. This coal is a true anthracite of high quality, and the mines are developing rapidly under scientific methods, the output largely supplying the country from the coast as far east as Winnipeg.                     | 16.18                           | 565                  |
|                     | Be'uty of the pass |  | Be'uty of scen'ry along the Bow |                      |
|                     | Anthracite coal    |  | Anthracite coal                 |                      |
| 2346                | A.M. 11.40         | <b>Banff</b> —Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs—a medicinal watering-place and pleasure resort. This park is a national reservation, 28 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies exhibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle-paths have been made. The railway station at Banff is in the midst of impressive mountains. The huge mass northward is Cascade Mt. (9,875 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub-range, behind which lies Devil's Lake. Still further eastward the sharp cone of Peechee (in that range) closes the view in that direction; this is the highest mountain visible, exceeding | P. M. 16.10                     | 560                  |
|                     | Rocky M'tain Park  |  | Rocky M'tain Park               |                      |
|                     |                    |  | Devil's Lake                    |                      |

**MEMORANDA**

| East-bound<br>Train | Miles<br>from<br>Vanc'y |
|---------------------|-------------------------|
|---------------------|-------------------------|

LEAVE  
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Three  
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| Miles from Montreal | West-bound Train                         | STATIONS—DESCRIPTIVE NOTES  | East-bound Train                            | Miles from Vanc'y |
|---------------------|--|---|---|-------------------|
|                     | LEAVE                                    |   | LEAVE                                       |                   |
|                     | Cascade M'tain                           | 10,000 ft. To the left of Cascade Mt., and just north of the track rises the wooded ridge of Squaw Mt., beneath which lie the Vermillion lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main range about Simpson's Pass, most prominently the square, wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau range, and still nearer, the Sulphur Mt., along the base of which are the Hot Springs. The isolated bluff southward is Tunnel Mt., while just behind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction. Just before reaching the station, the train passes along a large corral of 500 acres in which are a number of buffalo, the last specimens of the monarchs of the plains. The village of Banff is a short distance southwest of the station, on the hither side of the Bow, and the C.P.R. Hot Springs hotel about a mile further on. A stone bridge takes the carriage-road across to the magnificent hotel, built by the railway company, near the fine falls in the Bow and ten miles from the mouth of the rapid Spray River. This hotel, which has every modern convenience and luxury including baths supplied from the hot sulphur springs, is kept open from 15th May to 1st October, and thither people from all lands flock in numbers. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountaineering. There are also a sanitarium and hospital in the village, and a museum of more than local interest has been established by the Government. Trout of extraordinary size occur in Devil's lake, and deep trolling for these affords fine sport. Wild sheep (the big-horn) and mountain goats are occasionally to be seen on the neighboring heights. The springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 900 ft. above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and near by, another spring forms an open basin of warm, sulphurous water. Since the opening of the railway, these springs have been largely visited, and testimony to their wonderful curative properties is plentiful. At |   |                   |
|                     | Names of mountains seen at Banff station |   | Names of mountains visible from the station |                   |
|                     | Banff Hotel                              |   | Banff village                               |                   |
|                     | C.P.R. hotel                             |   | C.P.R. hotel                                |                   |
|                     | Banff Hot Springs                        |   | Banff Hot Springs                           |                   |

# MEMORANDA

East-  
bound  
Train

Miles  
from  
Vanc'v'

LEAVE

Names  
of  
mountains  
visible  
from  
the  
station

Banff  
village

P. R.  
Hotel

Banff  
Hotel

| Miles from Montreal | West-bound Train      | STATIONS—DESCRIPTIVE NOTES   | East-bound Train                     | Miles from Vancouver |
|---------------------|-----------------------|--|--------------------------------------|----------------------|
|                     | LEAVE                 | Banff, as well as at Lake Louise and the Great Glacier, experienced Swiss guides will be stationed during the summer of 1890, who will arrange short daily excursions and accompany parties to points of interest in the respective localities.  | LEAVE                                |                      |
| 2352                |                       | <b>Cascade</b> —Alt. 4,475 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion lakes are skirted, and ahead an excellent view is had of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt. Hole-in-the-wall Mt. is passed upon the right, and then, a little beyond the station (where the park is left at the western corner), Castle Mt. looms up ahead, on the right, a sheer precipice of 5,000 feet—a giant's keep, stretching for miles, with turrets, bastions and battlements complete.   | Entering Rocky Mt. Park              | 554                  |
| 2363                | No                    | <b>Castle Mountain</b> —Alt. 4,570 ft.   | No                                   | 543                  |
| 2370                | Stop                  | <b>Eldon</b> —Alt. 4,720 ft. <i>Castle Mountain station is at the base of the great peak whose name it takes. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (northeast) form the bare, rugged and sharply serrated Sawback sub-range, with a spur, called the Slate Mts., in the foreground at Laggan. On the left, the lofty Bow range fronts the valley in a series of magnificent snow-laden promontories. At first, enchanting glimpses only are caught through the trees, as you look ahead; but before Eldon is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square-fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, permitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermillion Pass stretches the long, rugged, wall-like front of Mt. Temple; and beyond it, standing supreme over this part of the range, the prodigious, isolated, helmet-shaped mountain named Lefroy—the loftiest and grandest in this whole panorama. This</i> | Stop                                 | 536                  |
|                     | Pilot and Castle Mts. |  | Saw-back range                       |                      |
|                     | Saw-back & Bow ranges |  | (MOUNTAIN TIME)<br>Laggan to Brandon |                      |
|                     | Vermillion pass       |  | Pilot and Copper Mts.                |                      |
|                     | Mount Lefroy          |  | Mt. Lefroy                           |                      |

# MEMORANDA

| East-bound Train                     | Miles from Vancouver |
|--------------------------------------|----------------------|
| LEAVE                                |                      |
|                                      | 554                  |
| Entering Rocky Mt. Park              |                      |
| No Stop                              | 543<br>536           |
| Saw-back range                       |                      |
| (MOUNTAIN TIME)<br>Laggan to Brandon |                      |
| Pilot and Copper Mts.                |                      |
| Mt. Troy                             |                      |

| Miles from Montreal | West-bound Train | STATIONS—DESCRIPTIVE NOTES  | East-bound Train | Miles from Vancouver |
|---------------------|------------------|---|------------------|----------------------|
|                     | ARRIVE           | great mountain becomes visible at Cascade station, and from Eldon almost to the summit it is the most conspicuous and admirable feature of this wonderful valley.<br><b>Laggan</b> —Terminus of Western Division. | LEAVE            |                      |
| 2380                | DAILY<br>12.55   |   | 15.00            | 520                  |

**LAGGAN AND VANCOUVER: 526 Miles**  
**Pacific Division**

| Miles from Montreal | West-bound Train                      | STATIONS—DESCRIPTIVE NOTES  | East-bound Train              | Miles from Vancouver |
|---------------------|---------------------------------------|---|-------------------------------|----------------------|
| 2380                | LEAVE DAILY<br>12.30                  | <b>Laggan</b> —Alt. 4,930 ft. Here the time goes back one hour to conform with the Pacific Standard.—Beyond <b>Laggan</b> the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow range. Looking upward through this gap towards Bow Lake and the huge peak of Mt. Hector, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. <b>Laggan</b> is the station for the Lakes in the Clouds. Ponies and vehicles are here in waiting for tourists intending to visit these picturesque and interesting lakes, which, perched on the mountains' sides amidst the most romantic environments, are rare gems whose loveliness and charm surpass all description. Lake Louise, which is the first, is two and one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake there is a comfortable Chalet hotel, where parties take luncheon, or, if any desire to stay over, accommodation is provided. There is a bridle path to Mirror Lake higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. Trails also lead to Paradise Valley and other sequestered spots. No more delightful place is imaginable than these lovely stretches of water in cloudland, and a very pleasant day may be had by leaving Banff in the morning, seeing the lakes, and returning the same evening. | ARRIVE DAILY<br>13.50         | 520                  |
|                     | PACIFIC TIME<br>(Laggan to the Coast) |   | Descent of the Atlantic Slope |                      |
|                     | The first glacier                     | Lakes in the Clouds   |                               |                      |
| 2387                |                                       | <b>Stephen</b> —Alt. 5,296 feet. The station at the summit of the Rocky Mts.,   |                               | 510                  |
| 2389                | 13.15                                 | <b>Hector</b> —Alt. 5,190 ft. like the stupendous mountain some miles ahead—the chief peak of the Rockies in this latitude—is named in honor of the first President of the Canadian Pacific Railway Co. Here is   | 13.15                         | 517                  |

Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.



| East-bound Train | Miles from Vanc'y |
|------------------|-------------------|
| LEAVE            |                   |
| 15.00            | 520               |

**Miles**

| East-bound Train   | Miles from Vanc'y |
|--------------------|-------------------|
| ARRIVE DAILY 13.50 | 520               |

Descent of the Atlantic Slope

Lakes in the Clouds

510  
517

"Imperial" s.

| Miles from Montreal   | West bound Train  | STATIONS—DESCRIPTIVE NOTES   | East bound Train  | Miles from Vancouver  |
|-----------------------|---|--|---|-----------------------|
| Summit of the Rockies | Mt. Stephen and its glaciers  | <p>the "Great Divide," and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson's Bay. From here the line descends rapidly, passing the beautiful Wapta Lake at <i>Hector</i>, and crossing the deep gorge of the Wapta, or Kickinghorse, River just beyond. The scenery is now sublime and almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below. Looking to the right, one of the grandest mountain-valleys in the world stretches away to the north, with great, white, glacier-bound peaks on either side. Looking ahead, the dark angular peak of Mt. Field is seen. On the left the Duomo-like head of Mt. Stephen (8,000 feet above the valley), and the spires of Cathedral Mt. still further to the left, occasionally appear over the tree-tops. Soon the slope of Mt. Stephen is reached, and on its shoulder, almost overhead, is seen a shining green glacier, 800 feet in thickness, which is slowly pressing forward and over a vertical cliff of great height. Here, too, can be seen a silver-lead mine on the mountain side, 2,500 feet above its base. Passing through a short tunnel, and hugging the base of the mountain closely the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.</p> | In front of Mt. Stephen   | Summit of the Rockies |
| 2397                  | <p>Arrive 14.00<br/>Lunch at the Mt. Stephen House<br/>Leave 14.25 A.M.</p> | <p>   <b>Field</b>—Alt. 4,050 ft. At <i>Field</i> is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. This is a favorite stopping place for tourists, and has been recently enlarged to meet the wants of increased travel. There is excellent fly fishing for trout in a pretty lake six miles away, and a fossil bed and crystal cave are near the village. Looking down the valley from the Hotel, the Ottertail Mts. are seen on the left, and the Van Horne range on the right. The two most prominent peaks of the latter are Mts. Deville and King, the former on the right. Emerald Lake, seven miles away, and reached by an excellent trail, which crosses a natural bridge, is one of the most pleasing places for tourists to spend a day.</p>  | <p>NOON 12.30<br/>Leave<br/>Lunch at the Mt. Stephen House<br/>12.05<br/>Arrive</p> | 509                   |
| 2104                  |   | <p>   <b>Ottertail</b>—Alt. 3,700 ft.   Two miles beyond Field, very</p>   |   | 502                   |

|| Refreshment Stations.

**MEMORANDA**

East bound Train      Miles from Vancouver

Summit of the Rockies

Sublime scenery

In front of Mt. Stephen

NOON  
12.30      500  
Leave  
Lunch at the Mt. Stephen House  
12.05  
Arrive



| Miles from Montreal | West-bound Train                       | STATIONS—DESCRIPTIVE NOTES  | East-bound Train                                  | Miles from Vancouver |
|---------------------|--|---|---|----------------------|
| 2410                |  | <p><b>Leancholl</b>—Alt. 3,570 ft.   lofty, glacier bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kicking Horse), and after crossing a high bridge over the Otter-tail river (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Otter-tail and Van Horne ranges. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to <i>Leancholl</i>, where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Otter-tail Mts. rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the south-east as far as the eye can reach. These are the Beaverfoot Mts. At the right Mt. Hunter pushes its huge mass forward like a wedge between the Otter-tail and Beaverfoot ranges. The river turns abruptly against its base and plunges into the lower Kicking Horse canyon, down which it disputes the passage with the railway.</p> |   | 400                  |
|                     | West'n slope of the Kicking Horse Pass |   | Van Horne Range                                   |                      |
| 2418                | 15.18                                  | <p><b>Palliser</b>—Alt. 3,250 ft. The canyon rapidly deepens until, beyond <i>Palliser</i>, the mountain sides become vertical, rising straight up thousands of feet, and within an easy stone's throw from wall to wall. Down this vast chasm go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight and the roar of the river and the train increased an hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.</p>  | 10.50   | 483                  |
|                     | Lower canyon of the Wapta              |   | Lower canyon of the Wapta                         |                      |
| 2124                |  | <b>Glenogle</b>   |   | 482                  |
| 2431                | 15.55                                  | <b>Golden</b> —Alt. 2550 ft.  | 10.00   | 475                  |
| 2437                |  | <b>Moberly</b> —Alt. 2540 ft.   |   | 469                  |
|                     | The Columbia and the Selkirks          | The train suddenly emerges into daylight as <i>Golden</i> is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting by their remote distance. Parallel with them, and rising eastward from the Columbia range upon range, are the Rockies, only the loftiest peaks to be seen just   | At the foot of the Rockies                        |                      |
|                     | Golden                                 |   | Agriculture, art and mines in the Kootenay Valley |                      |



| Miles from Montreal | West-bound Train                 | STATIONS—DESCRIPTIVE NOTE  | East-bound Train                | Miles from Vancouver |
|---------------------|----------------------------------|--|---------------------------------|----------------------|
|                     | LEAVE                            |  | LEAVE                           |                      |
|                     | Navigation of the Upper Columbia | now over the massive benches upon which they rest. <i>Golden</i> is a mining town upon the bank of the Columbia, at the mouth of the Wapta. During the summer months, a steamer makes weekly trips from here (Tuesdays) up the Columbia to the lakes at the head of the river, 100 miles distant. About <i>Golden</i> , and at various places above, especially at the base of the Spillimichene Mts., gold and silver mines are being developed. From the head of navigation, roads and trails lead over to the Findlay Creek mining district and to the Kootenay Valley. The trip up the river is a most desirable one for sportsmen. From <i>Golden</i> to <i>Donald</i> , the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. <i>Moberly</i> is the site of the oldest cabin in the mountains, where a government engineering party, under Mr. Walter Moberly, C.E., engaged in the preliminary surveys of the railway route, passed the winter of 1871-2. |                                 |                      |
| 2448                | 16.30                            | <b>Donald</b> —Alt. 2,530 ft.  | 9.34                            | 458                  |
| 2459                | 17.02                            | <b>Beaver Mouth</b> —Alt. 2,500 ft.  | 9.05                            | 447                  |
|                     | Moberly                          | <i>Donald</i> is a charmingly situated town in the shadow of the Selkirks, and an important supply point for the mining country about it and at the great bend of the Columbia below. Leaving <i>Donald</i> the railway crosses the Columbia to the base of the Selkirks. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beaver Mouth</i> , the most northerly station on the transcontinental route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot-bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia.   | Second crossing of the Columbia |                      |
| 2465                |                                  | <b>Six-Mile Creek</b> —Alt. 2,900 ft.  |                                 | 441                  |
| 2470                | No                               | <b>Cedar</b>   | No                              | 436                  |
| 2474                | Stop                             | <b>Bear Creek</b> —Alt. 2,500 ft.  | Stop                            | 432                  |
|                     | Beaver Valley                    | into the mountain side, it rises at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is   |                                 |                      |

**MEMORANDA**

East-bound Train      Miles from Vanc'vr

LEAVE

9.34      458  
9.05      447

Second  
crossing  
of the  
Columbia

441

No      436  
Stop      432

| Miles from Montreal | West-bound Train            | STATIONS—DESCRIPTIVE NOTES  | East-bound Train             | Miles from Vancouver |
|---------------------|-----------------------------|---|------------------------------|----------------------|
|                     | LEAVE                       |   | LEAVE                        |                      |
|                     | Big trees                   | a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station, one sees ahead, up the Beaver valley, a long line of the higher peaks of the Selkirks, <i>en echelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald, with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains, that they named the spot <i>The Surprise</i> . The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek—a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails—one of the loftiest railway bridges in the world. As <i>Bear Creek</i> station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek along continuing grades of 116 feet to the mile.—Many of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the | Beav'r mouth                 |                      |
|                     | Superb view of the Selkirks |   | Descent of the Beav'r Valley |                      |
|                     | The Surprise.               |   | Superb views westward        |                      |
|                     | Hermit Mount                |   | Beaver Valley                |                      |
|                     | Stony Creek bridge          |   | Stony Creek bridge           |                      |
|                     | The snow-sheds              |   | The snow-sheds               |                      |



| Miles from Montreal | West-bound Train                  | STATIONS—DESCRIPTIVE NOTES  | East-bound Train               | Miles from Vancouver  |  |
|---------------------|-----------------------------------|---|--------------------------------|-----------------------|--|
|                     | LEAVE                             |   | LEAVE                          |                       |  |
|                     | Bear Creek                        | <p>mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowed figure of a man, with his dog, on the edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's-throw distant, and it is so sheer, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but ages ago some terrific convulsion of nature has split them asunder, leaving barely room for the railway.</p> | Descent thro' Bear Creek gorge |                       |  |
|                     | Mount Macdonald                   |   |                                |                       |  |
|                     | The Hermit                        |   |                                | Exit from Rogers Pass |  |
| 2479                | 18.28                             | <p><b>Rogers' Pass</b>—Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1883, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.</p>   | 8.10                           | 427                   |  |
|                     | Peaks and glaciers in Rogers Pass |   | Mts. Macdonald and Hermit      |                       |  |
|                     | A National Reserve                |   |                                |                       |  |
| 2481                |                                   | <p><b>Selkirk Summit</b>—Alt. 4,300 ft. Summit of the pass. The mountain at the right surmounted by a pyramidal</p>   |                                | 425                   |  |

MEMORANDA

| East-bound Train | Miles from Vancouver |
|------------------|----------------------|
|------------------|----------------------|

LEAVE

Descent thro' Bear Creek gorge

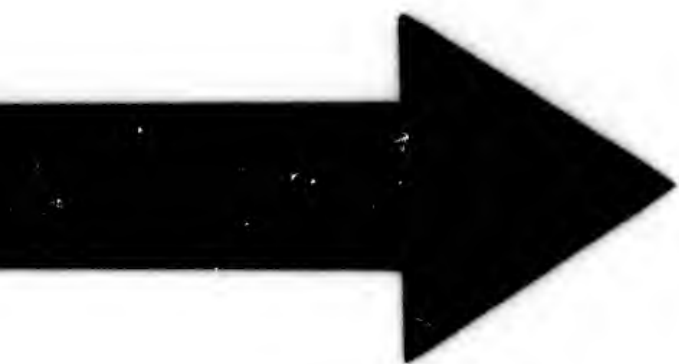
Exit from Rogers Pass

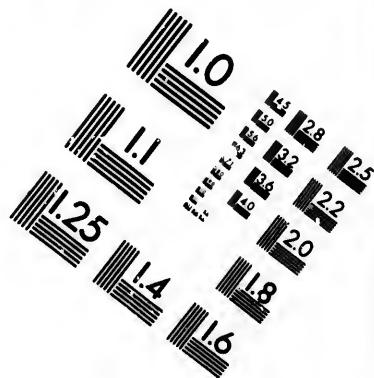
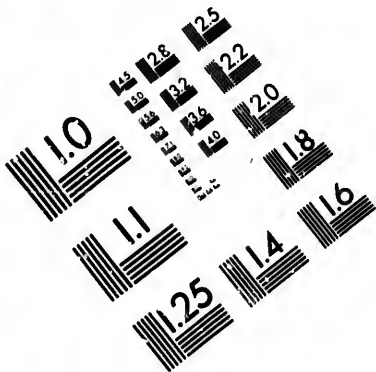
3.10 427

Its. Macdonald and Summit

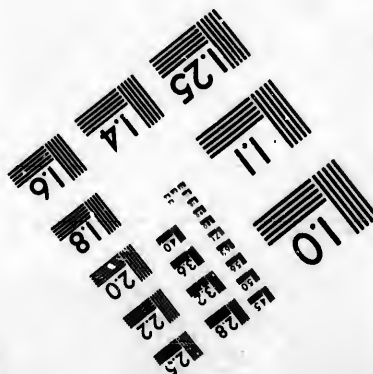
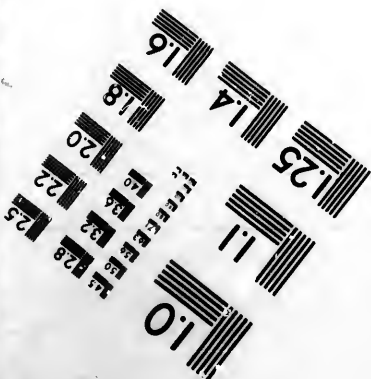
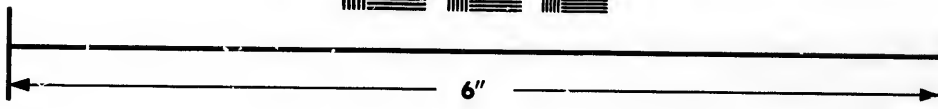
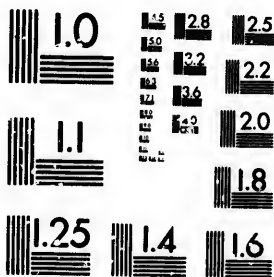








**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

1.5 1.8 2.5  
2.8 3.2 3.6  
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5.6 6.3 7.1

10

| Miles from Montreal | West-bound Train            | STATIONS—DESCRIPTIVE NOTES  | East-bound Train                            | Miles from Vancouver |
|---------------------|-----------------------------|---|---|----------------------|
|                     | LEAVE                       |   | LEAVE                                       |                      |
|                     | Source of the Illicilliwaet | <p>peak, seemingly of Titanic masonry, is Cheops; and looking out of the pass towards the west, and over the deep valley of the Illicilliwaet, is Ross Peak, a massive and symmetrical mountain carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illicilliwaet, which makes its way westward by a devious course among numberless hoary-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice extending as far as the eye can reach, as large, it is said as all those of Switzerland combined, the ice field, of which the Great Glacier is one of a number of outlets, embracing more than 200 square miles.</p>                    | The summit of the Selkirks                  |                      |
|                     | The Great Glacier           |   | Over-looking the gorge of the Illicilliwaet |                      |
|                     |                             |   | FIRST DAY                                   |                      |
| 2483                | Arrive 18.52                | <b>Glacier House</b> —Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith, one of the chief promoters of the Canadian Pacific Railway. Farther to the left, looking from the hotel, are two or three sharp peaks, second only to Sir Donald. Rogers' Pass and the snowy mountain beyond (a member of the Hermit range, which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes), are in full view. Again to the left, comes Cheops, and in the foreground, and far down among the trees, the Illicilliwaet glistens. Somewhat at the left of Cheops a shoulder of Ross Peak is visible over the wooded slope of the mountain behind the hotel. The hotel is a handsome structure resembling a Swiss chalet, which serves not only as a dining station for passing trains, but affords a most delightful stopping place for tourists who wish to hunt, or explore the surrounding mountains or glaciers. The Company has built a large annex to the hotel to accommodate the increasing tourist | Leave 7.50<br>A. M.                         | 423                  |
|                     | Supper                      |   | Break-fast                                  |                      |
|                     | Leave 19.17<br>P. M.        |   | Arrive 7.25<br>A. M.                        |                      |
|                     | Sir Donald                  |   | Sir Donald and other peaks                  |                      |
|                     | Names of the peaks          |   | The great glacier of the Selkirks           |                      |
|                     |                             | Retreatment Station.  |   |                      |

## MEMORANDA

| East-bound Train | Miles from Vancouver |
|------------------|----------------------|
|------------------|----------------------|

|                                     |  |
|-------------------------------------|--|
| LEAVE<br>The summit of the Selkirks |  |
|-------------------------------------|--|

|   |  |
|---|--|
| Over-look-<br>ing the<br>gorge of the<br>Illicli-<br>liwaet |  |
|---|--|

|              |  |
|--------------|--|
| FIRST<br>DAY |  |
|--------------|--|

|                       |     |
|-----------------------|-----|
| Leave<br>7.50<br>A.M. | 423 |
|-----------------------|-----|

|                |  |
|----------------|--|
| Break-<br>fast |  |
|----------------|--|

|  |  |
|--|--|
| Arrive<br>7.25<br>A.M.<br>Sir<br>Donald<br>and<br>other<br>peaks |  |
|--|--|

|  |  |
|--|--|
| The<br>great<br>glacier<br>of the<br>Sel-<br>kirks |  |
|--|--|

| Miles from Montreal | West-bound Train             | STATIONS—DESCRIPTIVE NOTES  | East-bound Train              | Miles from Vancouver |
|---------------------|------------------------------|---|-------------------------------|----------------------|
|                     | LEAVE                        |   | LEAVE                         |                      |
|                     | The Great Glacier            | <p>travel that is not satisfied with the short stop made by train, and this has been recently enlarged. The Great Glacier is exactly a mile and a half away, and its slowly receding forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it, and its exploration is not only practicable, but easy, and trails lead to Marion Lake and other attractive points at high altitudes. Rogers' Pass above, and The Loop below, are within an easy walk. A glacial stream has been caught and furnishes fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found southward of Canada. Bears can also be obtained.</p> <p>Continuing the descent from the Glacier House, and following around the mountain-side, The Loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Ross Peak glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's-toss; then sweeping around to the left, touching Cougar Mt., on the other side of the Illecilliwaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long gashes, one above the other, on the mountain-slope, and farther to the left, and high above the long snow-shed the summit range, near Rogers' Pass is yet visible with Sir Donald overlooking all.</p> | Game                          |                      |
|                     | The Loop                     |   | Climbing the Loops            |                      |
| 2490                |                              | <b>Ross Peak</b> —Alt. 3,600 feet.  |                               | 416                  |
| 2490                | 20.05                        | <b>Illecilliwaet</b> —Alt. 3,593 feet.  | 76.10                         | 407                  |
|                     | Silver mines                 | <p>is at first pea-green with glacial mud, but rapidly clarifies. The gorge is sometimes of considerable width, filled with that remarkable forest of gigantic trees for which British Columbia is famous, and there are exceedingly grand outlooks all along. About <i>Ross Peak</i> station are many silver mines penetrating the crest of one of the lofty hills north of the railway. Caribou occur in numbers from here down to the Columbia.</p>  | Game, lumber and silver mines |                      |
| 2505                | 20.25                        | <b>Albert Canyon</b> —Alt. 2,845 ft. Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to  | 5.45                          | 401                  |
|                     | Canyons of the Illecilliwaet | <p>Flag Station</p>   | Gorge of the Illecilliwaet    |                      |

| East-bound Train | Miles from Vancouver |
|------------------|----------------------|
|------------------|----------------------|

|       |  |
|-------|--|
| LEAVE |  |
|-------|--|

|      |  |
|------|--|
| Game |  |
|------|--|

Climbing the Loops

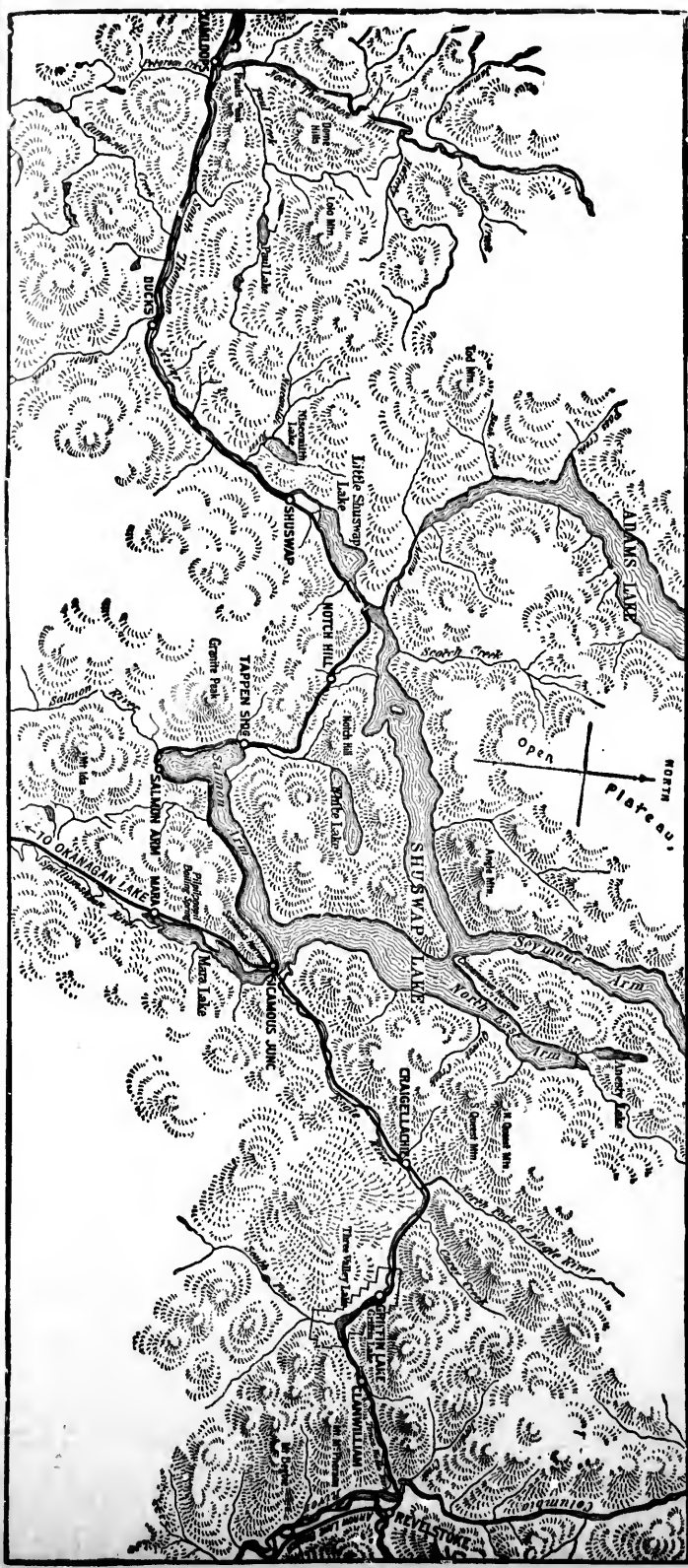
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| f 6.10 | 407 |
|--------|-----|

Game, lumber and silver mines

|      |     |
|------|-----|
| 5.45 | 401 |
|------|-----|

George of the Holl-waet





| Miles from Montreal | West-bound Train              | STATIONS—DESCRIPTIVE NOTES   | East-bound Train          | Miles from Vanc'y |
|---------------------|-------------------------------|--|---------------------------|-------------------|
|                     | LEAVE                         |  | LEAVE                     |                   |
|                     | Train stops                   | wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canyons is the <i>Albert</i> , where the river is seen nearly 300 ft. below the railway, compressed into a boiling gulf scarcely 20 ft. wide. The train stops here for a few minutes, and solidly built balconies enable passengers to safely look into the boiling cauldron below.   | Train stops               |                   |
| 2515                |                               | <b>Twin Butte</b> —This station takes its name from the huge double summit near by, now called Mounts Mackenzie-Tilley. After passing the station, there looms up at the right the conspicuous and beautiful peak named Clachnacoodin. As the western base of the Selkirks is approached, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke, the great gateway to the wonderfully rich mining camps of West Kootenay.   |                           | 391               |
|                     | Base of the Selkirks          |  | Entering the Selkirks     |                   |
|                     | Observation Car detached here |  | Observation Car           |                   |
| 2527                | 21.35 P.M.                    | <b>Revelstoke</b> —Alt. 1,475 ft. Population 2,000. On the Columbia River—a railway divisional point and a gateway to the great West Kootenay mining camps. The town was originally located on the river-bank, a mile-and-a-half from the station, but the past year has seen its growth to the depot grounds. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and 28 miles below Revelstoke expands into the Arrow lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. To reach the mining regions by this route, involves a most delightful trip on the branch line to Arrowhead and steamer down Arrow Lake to Nakusp and Robson. Nakusp is near the foot of the upper lake, where rail communication is made with Roseberry and New Denver, on Slovan Lake (from which C.P.R. steamer Slovan runs to Slovan City at the southern extremity of the lake, where rail connection has been established with the Lower Kootenay river) and with Sandon, in the very centre of the rich Slovan silver mining regions. The sail between Nakusp and Robson, a run of 165 miles, is through lovely scenery. From Robson, the Columbia & Kootenay Branch runs along the banks of the Lower Koot- | 4.45 A.M.                 | 379               |
|                     | The Columbia                  |  | Side-trip on the Columbia |                   |
|                     | Side-trip                     |  |                           |                   |
|                     | Gold range                    |  |                           |                   |

# MEMORANDA

| East-bound Train             | Miles from Vanc'v |
|------------------------------|-------------------|
| <b>LEAVE</b>                 |                   |
| Train stops                  |                   |
|                              | 301               |
| Entering the Selkirks        |                   |
| Observation Car              |                   |
| 4.45 A.M.                    | 370               |
| Sidetripping on the Columbia |                   |

Dotted lines for notes.

| Miles from Montreal | West-bound Train        | STATIONS—DESCRIPTIVE NOTES  | East-bound Train             | Miles from Vancouver |
|---------------------|-------------------------|---|------------------------------|----------------------|
|                     | LEAVE                   |   | LEAVE                        |                      |
|                     |                         | <p>enay River, a magnificent fishing water, to Nelson, a town of remarkable growth recently. Another C.P.R. steamboat plies between Nelson and Kootenay Landing, making connections with the trains of the Crow's Nest Pass Ry. at the latter place, and other steamers run regularly to the numerous gold, silver and copper mines on the Kootenay Lake, affording opportunities for enjoying the magnificent lake and mountain scenery of this picturesque locality. From opposite Robson the trains of the Rossland branch of the C.P.R. run along the western bank of the Columbia River to the great smelting centre of Trail, and to the new city of Rossland, a mining camp of phenomenal growth about which cluster a number of rich mines, the wealth of which has been demonstrated by actual production. The construction of a railway from the Columbia River through the Boundary Country to the west is also being prosecuted, and on its completion will open up another very rich mineral region.</p> <p>On the Columbia river, and the Arrow, Slocan and Kootenay lakes is a steamship service, operated by the C.P.R. Co., which is unsurpassed in American water. The steamers are speedy, sumptuously appointed and have all the advantages of the latest modern construction.</p> <p>The two peaks south-east, seen from the main line of the railway, are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbian range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie imposing and glacier-studded.</p> |                              |                      |
|                     | Kootenay mining regions |   |                              |                      |
| 2536                | No                      | <b>Clanwilliam</b> — Alt. 1,906 ft.   |                              | 370                  |
| 2544                | Stop                    | <b>Griffin Lake</b> — Alt. 1,900 ft.  | No Stop                      | 362                  |
| 2555                |                         | <b>Craigellachie</b> — Alt. 1,450 ft.   |                              | 351                  |
|                     | In the Eagle Pass       | <p>by Eagle Pass, which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks. Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin—occur in close succession, each occupying the</p>  | The ascent of the Eagle Pass | Lovely Lakes         |



| Miles from Montreal | West-bound Train      | STATIONS—DESCRIPTIVE NOTES  | East-bound Train                  | Miles from Vancouver |
|---------------------|-----------------------|---|-----------------------------------|----------------------|
|                     | LEAVE                 |   | LEAVE                             |                      |
|                     |                       | entire width of the valley, and forcing the railway into the mountainsides. The valley is filled throughout with a dense growth of immense trees—spruce, Douglas fir, hemlock, cedar, balsam, and many other varieties—giants, all of them. Sawmills occur at intervals. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry. on Nov. 7, 1885—the rails from the east and the west meeting here.   | Base of the gold range            |                      |
| 2571                | P.M. 23.26            | <b>Sicamous Junc.</b> —<br>Alt. 1,900 ft.   | 2.35                              | 885                  |
| 2590                | 24.11                 | <b>Salmon Arm</b>   | 1.47                              | 816                  |
| 2597                |                       | <b>Tappen Siding</b>  |                                   | 800                  |
|                     | Game and fish         | within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is famous sport in deep trolling for trout. The <i>London Times</i> has well described this part of the line:—"The Eagle River leads us "down to the Great Shuswap Lake, so "named from the Indian tribe that "lived on its banks and who still have "a 'reserve' there. This is a most remarkable body of water. It lies "among the mountain ridges, and consequently extends its long narrow "arms along the intervening valleys "like a huge octopus in half-a-dozen "directions. These arms are many "miles long, and vary from a few "hundred yards to two or three miles "in breadth, and their high, bold "shores, fringed by the little narrow "beach of sand and pebbles, with "alternating bays and capes, give "beautiful views. The railway crosses "one of these arms by a drawbridge "at Sicamous Narrows, and then "goes for a long distance along the "southern shores of the lake, running "entirely around the end of the "Salmon arm." <i>Sicamous</i> is the station for the mining and agricultural districts to the south where there is large settlement. A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the steamer "Aberdeen" plies to Kelowna and to Penticton, at the foot of the lake, from which the new Boundary Creek mining region is reached. There is excellent hotel accommodation at Penticton for travellers to and from the Fairview, Camp McKinney and Boundary Creek camps, now almost rivalling the Trail Creek country in their attractiveness to mining men. Vernon is a charming spot, and the whole country is a veritable earthly paradise. Near Kelowna, on the lake shore, | Great Shuswap Lake and its sports |                      |
|                     | The Shuswap lakes     |   | View from Notch Hill              |                      |
|                     | Sicamous and Okanagan |   | Dining Car attached               |                      |

| East-bound Train | Miles from Vancouver |
|------------------|----------------------|
| LEAVE            |                      |

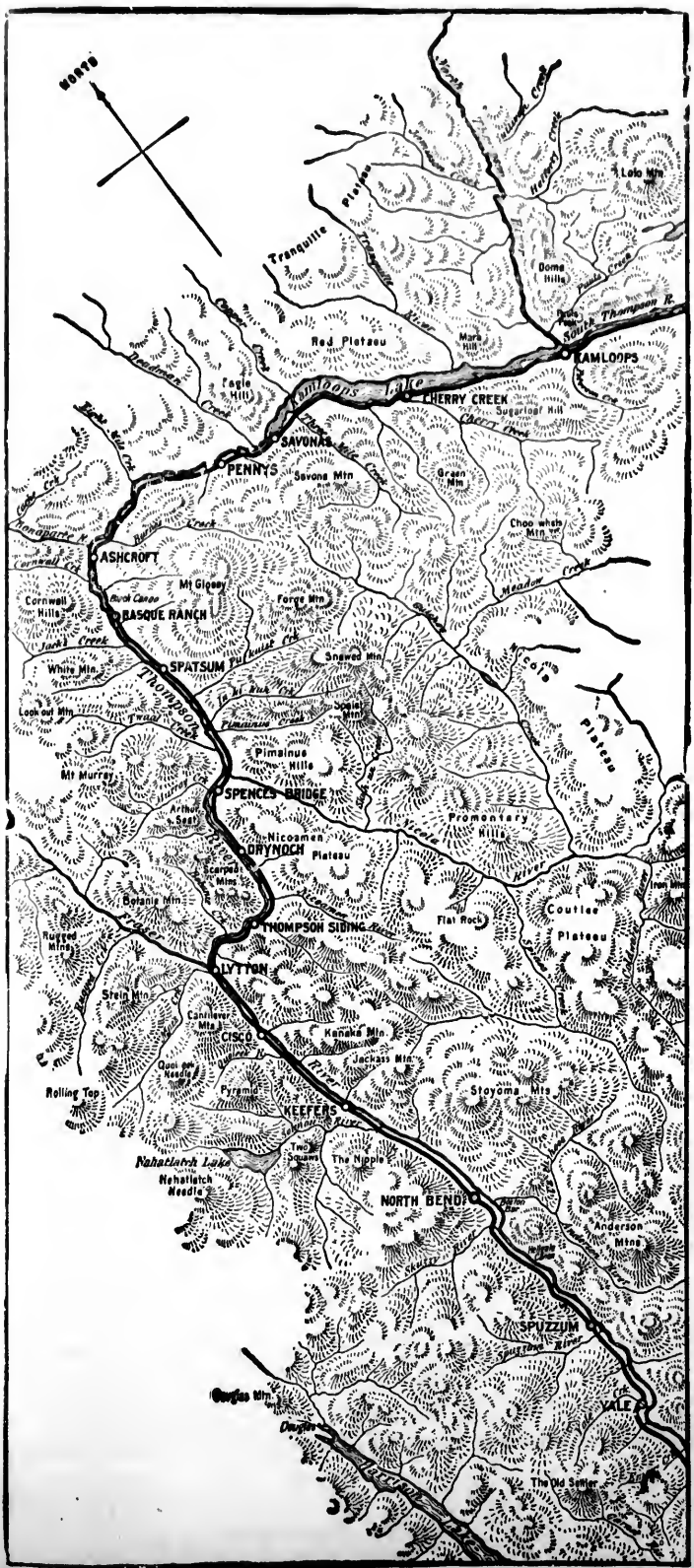
Base of the gold range

|      |     |
|------|-----|
| 2.35 | 886 |
| 1.47 | 816 |
|      | 809 |

Great Shuswap Lake and its sports

View from Notoh Hill

Mining far stretched



NORTH

LAMLOOPS

CHERRY CREEK

PENNY'S

ASHCROFT

BASQUE RANCH

SPATSUM

SPENCEL'S BRIDGE

DRYNOCH

THOMPSON SIDING

LYTTON

CISCO

KEEPERS

NORTH BEND

SPUZZUM

LE

| Miles from Montreal | West-bound Train               | STATIONS—DESCRIPTIVE NOTES   | East-bound Train       | Miles from Vancouver |
|---------------------|--------------------------------|--|------------------------|----------------------|
|                     | LEAVE                          |  | LEAVE                  |                      |
|                     | Shuswap & Okanagan Ry.         | <p>thirty-five miles from Vernon, the Governor-General of Canada has a fine farm, and another holding of 13,000 acres a few miles from Vernon, employing a small army of men, and growing fruits of all kinds that the temperate zone will produce. Further down the lake is Peachland, a new town which is making considerable progress. This is a land of vineyards and orchards, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game, including cariboo, bear, deer, Bighorn and mountain goats. On the west side of the lake are numerous bands of wild horses. Resuming the transcontinental trip, a writer says: "For 50 miles the "line winds in and out the bending shores, while geese and ducks "fly over the waters and light "and shadow play upon the opposite "banks. This lake with its bordering "slopes, gives a fine reminder of Scottish scenery. The railway in getting "around it, leads at different, and "many, times towards every one of "the thirty-two points of the compass. "Leaving the Salmon arm of the lake "rather than go a circuitous course "around the mountains to reach the "South-western arm, the line strikes "through the forest over the top of "the intervening ridge [Notch Hill]. "We come out at some 600 feet elevation above this 'arm,' and get a magnificent view across "the lake, its winding shores on both "sides of the long "and narrow sheet "of water stretching "far on either hand, with high mountain ridges for the opposite background. The line gradually runs "down hill until it reaches the level of "the water, but here it has passed the "lake, which has narrowed into the "[south branch of the] Thompson "River. Then the valley broadens, "and the eye that has been so accustomed to rocks and roughness and "the uninhabited desolation of the "mountains is gladdened by the "sight of grass, fenced fields, growing "crops, hay stacks, and good farm "houses on the level surface, while "herds of cattle, sheep and horses "roam over the valley and bordering "hills in large numbers. This is a "ranching country extending far into "the mountain valleys west of the "Gold Range on both sides of the "railway, and is one of the garden "spots of British Columbia. "The people are comparatively old</p> | Little Shuswap Lake    |                      |
| 2607                | A.M. 1.08                      | <b>Notch Hill</b> —Alt. 1,708 ft.  | A.M. 1.08              | 290                  |
| 2622                | 1.48                           | <b>Shuswap</b>   | 24.15                  | 284                  |
| 2638                | 2.20                           | <b>Ducks</b>   | 23.45                  | 268                  |
|                     | Ranches of the Thompson Valley |  | Farms and cattle herds |                      |

† Flag Station.

**MEMORANDA**

| East-bound Train | Miles from Vancouver |
|------------------|----------------------|
|------------------|----------------------|

LEAVE

Little Shuswap Lake

|              |     |
|--------------|-----|
| A.M.<br>1.08 | 299 |
| 4.15         | 284 |
| 3.45         | 268 |

Arms and Little Birds



| Miles from Montreal | West-bound Train         | STATIONS—DESCRIPTIVE NOTES   | East-bound Train          | Miles from Vancouver |
|---------------------|--------------------------|--|---------------------------|----------------------|
|                     | LEAVE                    |  | LEAVE                     |                      |
|                     | Old-time settlements     | "settlers, having come in from the Pacific Coast, and it does one's heart good, after having passed the rude little cabins and huts of the plains and mountains, to see their neat and trim cottages with the evidences of thrift that are all around."  | Old-time settlements      |                      |
| 2655                | 3.05 A.M.                | <b>Kamloops</b> —Alt. 1,160 feet. Pop. 2,000. Divisional point and principal town in the Thompson River Valley, begun years ago around a Hudson's Bay post. The north fork of the Thompson comes down from the mountains 200 miles northward, and here joins the main river. It is a beautiful spot, whose dry invigorating climate pre-eminently makes it a desirable resort for sufferers from pulmonary troubles. The broad valleys intersect at right angles. There is a background of bordering hills, and fine groves line both banks of the streams. Steamboats are on the river, and saw mills briskly at work, Chinese labor being largely employed. The triangular space between the rivers opposite Kamloops, is an Indian reservation, overlooked by St. Paul's Mountain. The principal industry around Kamloops is grazing, since the hills are covered with most nutritious "bunch-grass," and agriculture and fruit raising flourish wherever irrigation is practicable, but recently the country has developed into a promising mining region. This is the supply point for a large ranching and mineral region southward, especially in the Nicola valleys, reached by stage lines, and for the mines being operated in the immediate vicinity of the town, ores of which are largely similar to those of Trail Creek, principally gold and copper. | 23.10 P.M.                | 251                  |
|                     | The North Thompson       |  | Forks of the Thompson     |                      |
|                     | Industries of the region |  | The 'bunch grass' country |                      |
| 2670                |                          | <b>Cherry Creek</b> .—Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Halfway a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At <i>Savona's</i> the lake ends, the mountains draw near   |                           | 236                  |
|                     | Kamloops Lake            |  |                           |                      |
| 2680                | No                       | <b>Savonas</b> and the series of   |                           | 226                  |
| 2687                | Stop                     | <b>Pennys</b> Thompson river canyons is entered, leading westward to the Fraser through marvellous scenery. Quick-silver mines of great value are being operated in this locality. From here to Port Moody, the nearest point on Pacific tidewater, the railway was built by the Dominion Government and   |                           | 210                  |

**MEMORANDA**

| East-bound<br>Train | Miles<br>from<br>Vanev |
|---------------------|------------------------|
|---------------------|------------------------|

LEAVE

Old-time  
settle-  
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23.10  
P.M.

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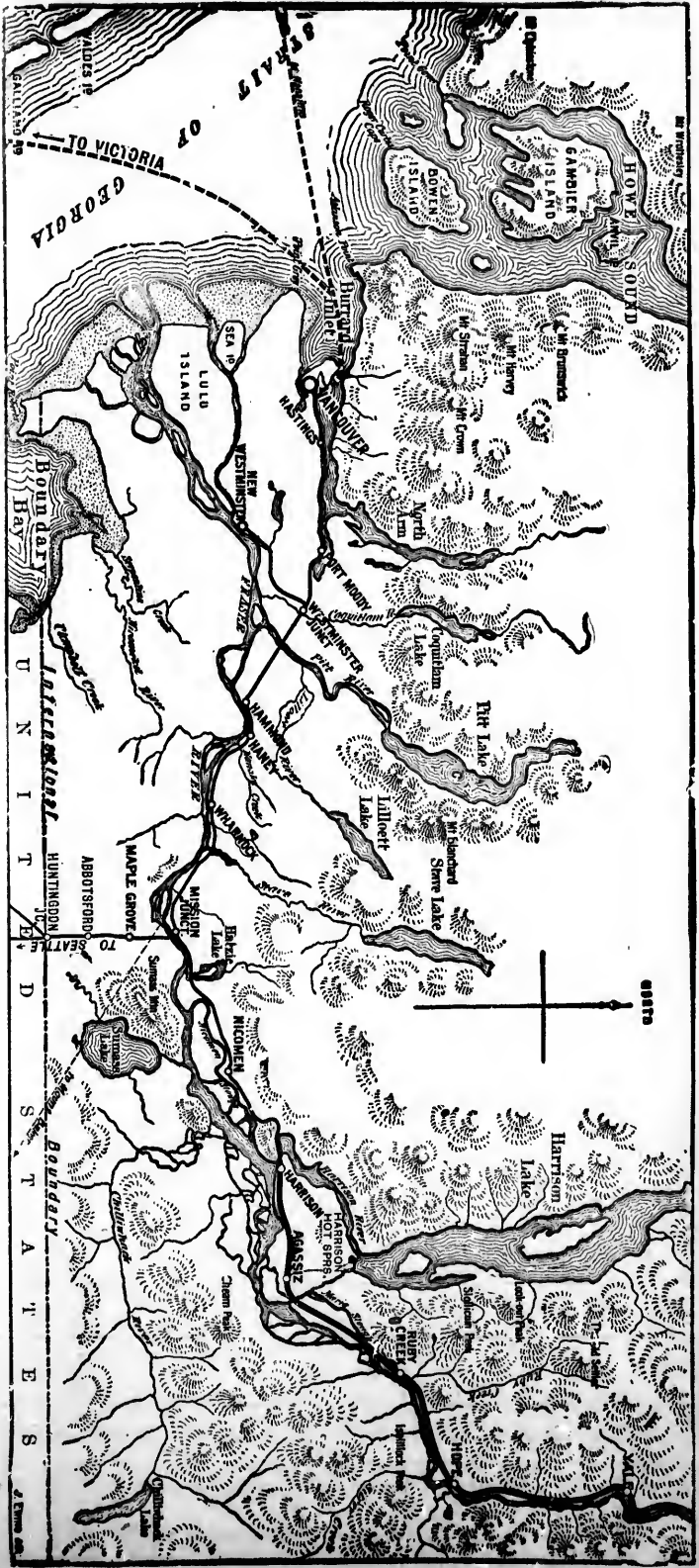
| Miles from Montreal | West-bound Train         | STATIONS—DESCRIPTIVE NOTES  | East-bound Train               | Miles from Vancouver |
|---------------------|--------------------------|---|--------------------------------|----------------------|
|                     | LEAVE                    |   | LEAVE                          |                      |
| 2702                | 4.55                     | <b>Ashcroft</b> —Alt. 1,075 ft.   | 21.15                          | 204                  |
| 2709                | No                       | <b>Basque Ranche</b>  | No                             | 197                  |
| 2716                | Stop                     | <b>Spateum</b>  | Stop                           | 190                  |
|                     | C'riboo district         | and other gold fields in the northern interior of British Columbia. Trains of freight waggons drawn by long strings of pack-mules, laden with merchandise, depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and some farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canyon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At <b>Spence's Bridge</b> the old waggon road up this valley to the Cariboo gold country crosses the river; and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges; and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic color, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbage terraces impress themselves most strongly on the memory. Five miles beyond <b>Drynoch</b> , Nicomen, a little | Ashcroft and the C'riboo trade |                      |
| 2728                | 5.56                     | <b>Spence's Bridge</b>  | 20.15                          | 178                  |
| 2734                |                          | <b>Drynoch</b> —Alt. 700 ft.  |                                | 172                  |
| 2740                |                          | <b>Thompson Siding</b>  |                                | 166                  |
| 2744                |                          | <b>Gladwin</b>  |                                | 162                  |
|                     | The Black Canyon         |   |                                |                      |
|                     | The Nicola River         |   | The Nicola River               |                      |
|                     | Grotesque forms of rocks |   | Fantastic canyon scenery       |                      |



| East-bound Train | Miles from Vancouver |
|------------------|----------------------|
| LEAVE            |                      |
| 21.15            | 204                  |
| No Stop          | 197                  |
|                  | 190                  |
| 20.15            | 178                  |
|                  | 172                  |
|                  | 166                  |
|                  | 162                  |

The Nicola River

Fantastic anywhere



| Miles from Montreal | West-bound Train                            | STATIONS—DESCRIPTIVE NOTES   | East-bound Train                        | Miles from Vancouver |
|---------------------|---|--|---|----------------------|
|                     | <b>LEAVE</b>                                |  | <b>LEAVE</b>                            |                      |
|                     | Thomson canyon                              | mining town is seen, and on the opposite bank of the river gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canyon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colors, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At <i>Lytton</i> ,   | Ascending the Thompson River            |                      |
| 2750                | 6.52  | <b>Lytton</b> —Alt. 675 ft.  | 19.20                                   | 156                  |
| 2759                |   | <b>Kanaka</b>  |   | 147                  |
| 2768                | No stop                                     | <b>Keefers</b>   | No stop                                 | 140                  |
|                     | Observation Car attached (May 1 to Oct. 15) | widens to admit the Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The railway now enters the canyon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Cisco</i> . The line now follows the right-hand side of the canyon, with the river surging and swirling far below. The old Government road, built in the early 60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below Kanaka, where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canyon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dipnets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese. A charming | Observation Car detached                |                      |
|                     | The cantilever bridge                       |  | Upper valley and crossing of the Fraser |                      |
|                     | The Cariboo road                            |  |   |                      |
|                     | Indians and Chinamen.                       |  | Salt'n and gold dust                    |                      |
|                     | Breakfast                                   |  | Supper                                  |                      |
| 2777                | 8.30  | <b>North Bend</b> —Alt. 425 ft.  | 18.10                                   | 129                  |
|                     |   | chalet hotel makes <i>North Bend</i> (a divisional point) a  |   |                      |

**MEMORANDA**

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| Miles from Montreal | West-bound Train   | STATIONS—DESCRIPTIVE NOTES  | East-bound Train                  | Miles from Vancouver |
|---------------------|--------------------|---|-----------------------------------|----------------------|
| 2702                | LEAVE              | <p><b>Spuzzum</b>   desirable and delightful stopping-place for tourists who wish to see more of the Fraser Canyon than is possible from the trains. At Boston Bar, a few miles below, where mining operations are carried on, the principal canyon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near <i>Spuzzum</i> the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below <i>Spuzzum</i> the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.</p> | LEAVE                             | 114                  |
|                     | FOURTH DAY         |   | Entrance to the Fraser canyon     |                      |
|                     | The great canyon   |   | Cariboo wagon road                |                      |
| 2803                | No                 | <b>Yale</b> —Alt. 200 ft.   <i>Yale</i> is the head of navigation and   | No                                | 103                  |
| 2817                | Stop               | <b>Hope</b> —Alt. 200 ft.   was formerly an outfitting point for miners and ranchmen northward. It occupies a bench above the river in a deep <i>cul de sac</i> in the mountains, which rise abruptly and to a great height on all sides. Indian huts are seen on the opposite bank, and in the village a conspicuous Joss-house indicates the presence of Chinamen, who are seen washing gold on the river bars for a long way below Yale. Across the river from <i>Hope Station</i> is the village of the same name—a mining town and trading-post, whence trails lead over the mountains in different directions. Southwestward may be seen Hope Peaks, where great bodies of silver ore are exposed, and only awaiting suitable fuel to be worked profitably. Below Hope is the bottomless Devil's Lake. The canyon widens out, and is soon succeeded by a broad, level valley with rich soil and heavy timber. The rude Indian farms give place to broad, well-cultivated fields, which become more and more frequent, and vegetation of all kinds rapidly increases in luxuriance as the Pacific is approached.   | Stop                              | 89                   |
|                     | Hope Peak          |   | Hope and Yale                     |                      |
|                     | End of the canyons |   | Approaching the Cascade Mountains |                      |
|                     |                    |   | Dining Car                        |                      |

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|---------------------|--------------------------|---|------------------|----------------------|
| 2824                |                          | <b>Ruby Creek</b>   |                  | 82                   |
| 2835                | 10.28<br>A. M.           | <b>Agassiz</b><br>the vicinity. At <i>Agassiz</i> , overlooked by Mt. Che-am, is a Government experimental farm where fruit and grain are grown in great variety. <i>Agassiz</i> is the station for HARRISON SPRINGS (hot sulphur), on Harrison Lake, five miles north. These springs are famed for their curative properties, and are visited by invalids from everywhere on the Pacific Coast. The St. Alice hotel affords accommodations, and the country about is most interesting.   | 15.47            | 71                   |
|                     | Harrison Springs         | Near <i>Harrison Station</i> the Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1864, the only access to the northern interior of the province was by way of the Harrison valley. A few miles beyond <i>Nicomén</i> , Mount Baker comes into view on the left, fifty miles away—a beautiful isolated cone, rising 14,000 feet above the railway level.  | Harrison Springs |                      |
| 2844                | 10.41                    | <b>Harrison Nicomen</b>   | 15.34            | 62                   |
| 2853                |                          |   | Mount Baker      | 53                   |
| 2863                | 11.25                    | <b>Mission Junc.</b>  | 15.05            | 43                   |
| 2872                | No                       | <b>Wharneck</b>   | No               | 34                   |
| 2879                | Stop                     | <b>Haney</b>  | Stop             | 27                   |
| 2881                |                          | <b>Hammond</b><br>connection is made with the Seattle & International Ry. for Seattle, Wash., thence via Northern Pacific Rd. to Tacoma, Portland, all Oregon and California points. This line gives through connection for all the prominent points on Puget Sound, and for Portland and San Francisco. (See Condensed Time Table on pages 2 and 3.) Eight miles beyond at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. The celebrated Pitt Meadows are traversed and a couple of miles before reaching New Westminster Junction, the Pitt River is crossed. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway. |                  | 25                   |
|                     | Branch Line.             |   |                  |                      |
|                     | Big Trees                |   |                  |                      |
|                     | Observation Car detached |   |                  |                      |
| 2888                | 12.28                    | <b>New Westminster Junc.</b>  | 13.58            | 18                   |
| (2897)              | (12.58)<br>ARRIVE        | <b>(New Westminster)</b><br>Divergence of branch line to the important town of NEW WESTMINSTER on the Fraser River, nine miles distant—the business portion of which was destroyed by fire in September, 1898. It is, however, being rapidly rebuilt, the citizens showing great energy and enterprise. The town is the headquarters of the salmon can-   | (13.15)          | (9)                  |
|                     | New Westminster          |   | Fraser River     |                      |

**MEMORANDA**

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| Miles from Montreal | West-bound Train              | STATIONS—DESCRIPTIVE NOTES  | East-bound Train   | Miles from Vancouver |
|---------------------|-------------------------------|---|--|----------------------|
|                     | ARRIVE                        |   | LEAVE  |                      |
| 2893                | No                            | ning industry, which is represented by a dozen or more extensive establishments. It has also large saw-mills, the product of which is shipped largely to China, South America, Africa, Europe, and Australia, and the Provincial Asylum and Penitentiary are located here. Steamers ply regularly to Victoria.  |  |                      |
| 2902                | Stop                          | <b>Port Moody</b><br><b>Hastings</b>  | No<br>Stop   | 18<br>4              |
|                     | Along Burrard Inlet           | <i>Port Moody, at the head of Burrard Inlet, was for a time the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in form and color, rise opposite, and are vividly reflected in the mirror-like waters of the deep-set inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing Hastings, formerly a watering place, the young city of Vancouver soon appears.</i>  |  |                      |
|                     | Daily                         |   |  |                      |
| 2908                | 13.15<br>1.15<br>P.M.         | <b>Vancouver</b> —Pop. 25,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Coal Harbor, a widening of Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, the Vancouver being a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo and San Francisco, to China and Japan, to Sydney, Australia via Honolulu, H.I., and Brisbane, Queensland, | 13.15<br>P.M.<br>1.15<br>LEAVE<br>Daily<br>Vancouver; its site and commercial advantages | 0                    |
|                     | About four days from Montreal |   |  |                      |

‡ Refreshment Stations.

Additional trains run between the various points at which the "Imperial Limited" trains do not stop. See current time tables for full particulars.

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| Miles from Montreal | West-bound Train      | STATIONS—DESCRIPTIVE NOTES  | East-bound Train             | Miles from Vancouver |
|---------------------|-----------------------|---|------------------------------|----------------------|
|                     | LEAVE                 |   | LEAVE                        |                      |
|                     | Commercial advantages | and Puget Sound and Alaskan ports, it being one of the principal points of departure on the coast for the Klondike and other northern gold fields, and an outfitting headquarters for miners and prospectors. The C. P. R. White Empress Line to the Orient, whose steamships are the only twin-screw vessels on the Pacific, takes the shortest, safest and most pleasant route, and avoids the uncertain weather of more southern latitudes.  | Commercial advantages        |                      |
|                     | Resource's            | The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the south-west; and Mt. Baker looming up at the south-east. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—mountain goats, bear and deer in the hills along the inlet; trout-fishing in the mountain streams; and sea-fishing in endless variety. A stay of a week here will be well rewarded. A Clyde built steamer connects with Victoria, daily, Sundays included—a ferriage of six hours through a beautiful archipelago. Steamships for Yokohama, Kobe, Nagasaki, Shanghai and Hong Kong, making the quickest passage by from five to ten days across the North Pacific, depart every three weeks in summer and every four weeks in winter, and for Honolulu and Sydney, Australia, via Brisbane, Queensland, every month. At Hong Kong passengers make connection with steamers of the P. & O. Co. for Colombo and other points on the Around the World route, with steamers of the China Navigation Co. and the Eastern & Australian Navigation Co., which ply between Hong Kong and Australia, or with the North German Lloyd steamships from Shanghai or Hong Kong via Singapore; Colombo, Suez, Naples and Genoa to Southampton. | Crossing the Gulf of Georgia |                      |
|                     | Daily                 |   | Daily                        |                      |
|                     | ARRIVE                |   | A. M.                        |                      |
| 2900                | 19.45                 | <b>Victoria</b> —Pop. 25,000. Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is con-   | 11.00                        | 84                   |
|                     | 7.45 P. M.            |   | LEAVE                        |                      |

\* Passengers intending to leave Vancouver on Mondays will take steamer leaving Victoria night previous at 23 o'clock.

**MEMORANDA**

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| Miles from Montreal  | West-bound Train       | STATIONS—DESCRIPTIVE NOTES   | East-bound Train | Miles from Vancouver   |
|--|------------------------|--|------------------|--|
|  | Scenery and sport      | <p>spicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the magnificent Government buildings, which rank amongst the handsomest in America, the city has many fine public and private structures, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses, which do a very large outfitting trade for the Klondike. The Chinese quarter is always interesting to visitors. A railway extends north-easterly 70 miles to the great coal-mines at Nanaimo. Steamboats afford connections with Vancouver daily, and with Puget Sound ports, daily except Sundays; and steamships depart about every five days for San Francisco, connecting there for southern California, Mexico and South American west-coast ports. Steamers from and to Vancouver for Japan, China, Hawaiian Islands, Queensland, and Australia stop at Victoria for passengers, and there are regular sailings for Alaskan points both for tourists visiting the wonderful fjords of the north coast, and those intending to explore the great gold-belt of the Yukon. Esquimalt Harbor, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times, and immense fortifications are being constructed.</p> |                  |  |
|  | Beautiful surroundings |  |                  |  |
| Victoria is 2,260 miles, via C. P. R. from New York or Boston, and 5,790 from Liverpool via Montreal | Steamship connections  |  |                  | A steamer of the Can. Pac. Nav. Co. leaves Victoria for Vancouver at 1 a. m. Passengers may occupy their state-rooms as early as they please |

### Local Steamship Service on the Pacific Coast

An extensive steamship coast service is provided in connection with the Canadian Pacific Railway. From Vancouver steamers ply daily to Victoria; to Nanaimo daily, except Friday, on arrival of Pacific Express.

From Victoria, steamers depart daily, Sundays excepted, for Puget Sound Ports; every five days for San Francisco. Steamers from both Vancouver and Victoria to Puget Sound, make connections at Tacoma with trains for Portland, Ore., San Francisco and Southern California.





# Lake Route

(SUMMER MONTHS ONLY)

**Montreal and Toronto: 338 Miles**  
Ontario & Quebec Division

**Toronto and Owen Sound: 122 Miles**  
Ontario & Quebec Division

**Owen Sound and Fort William: 555 Miles**  
Lake Steamship

| Miles from Montreal | West-bound Train      | STATIONS—DESCRIPTIVE NOTES |  | East-bound Train   | Miles from Vancouver    |
|---------------------|-----------------------|----------------------------|--|--------------------|-------------------------|
|                     | LEAVE DAILY           |                            |  | ARRIVE DAILY       |                         |
| 0                   | 9:00pm                | <b>Montreal</b>            | From the Windsor Street Station the run is made on the high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junc. is reached, where the line to New York, Boston and New England points via the St. Lawrence bridge diverges, and then strikes west through a beautiful and highly cultivated district sloping down to the St. Lawrence river, along the bank of which an almost continuous village extends from Western Jc. to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village of <i>Lachine</i> is | 7:50am             | 2022                    |
| 2                   | * 9.05                | <b>Westmount</b>           |  | * 7.45             | 2020                    |
| 5                   | 9.12                  | <b>Montreal Junction</b>   |  | 7.40               | 2017                    |
|                     | EASTERN STANDARD TIME |                            | seen at the left; and above the trees, further to the left a good view is had of the great steel   | Ch'ng'e for Queb'c | To Boston 335 miles     |
| 7                   |                       | <b>Western Junc.</b>       |  |                    | 2015                    |
| 10                  |                       | <b>Dorval</b>              |  |                    | 2012                    |
| 18                  |                       | <b>Valois</b>              |  |                    | 2009                    |
| 15                  |                       | <b>Beaconsfield</b>        | bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.   |                    | The St. Lawrence bridge |
| 20                  | 9.35                  | <b>Ste. Anne's</b>         | One of the five mouths of the Ottawa River is  | 7.15               | 2002                    |
| 24                  | 9.40                  | <b>Vaudreuil</b>           | crossed by a fine steel bridge at <i>Ste.</i>  | 7.00               | 2008                    |

† Additional train leaves Montreal for Toronto at 8.55 a.m. on week days, arriving Toronto 7.00 p.m. Buffet Cars are run on all trains between Montreal and Toronto. † Refreshment Station. ‡ Flag Station \* Stops only to take on and let off passengers from Toronto and west.



| Miles from Montreal | West-bound Train | STATIONS—DESCRIPTIVE NOTES   | East-bound Train   | Miles from Van's v'r | Miles from Montreal | W. bound Train |
|---------------------|------------------|--|--|----------------------|---------------------|----------------|
|                     | LEAVE            |  | LEAVE  |                      | 148                 | LE             |
|                     | Ottawa River     | <i>Anne's</i> , at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. <i>Ste. Anne's</i> was once the home of the poet Moore, and is the scene of his well-known boat-song. Another Ottawa mouth is bridged at <i>Vaudreuil</i> . Here the Montreal & Ottawa Short Line branches off along the southern bank of the Ottawa River to the Dominion Capital. |  |                      | 155                 | A              |
| 35                  | f9.56            | <b>St. Olet</b>  |  | 2887                 | 166                 |                |
| 40                  |                  | <b>St. Polycarpe Junc.</b>   | The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. At <i>St. Polycarpe Junction</i> the Canada Atlantic Rail-   | 2882                 | 175                 |                |
| 44                  |                  | <b>St. Telesphore</b>  | way is crossed, and at <i>Kemptville Junction</i> the St. Lawrence and Ottawa section of the Canadian Pacific Railway, extending northward to Ottawa and southward to Prescott, where connection is made during summer months with the River St. Lawrence steamers, and during summer and winter by ferry with the R. W. & O. Div. of N. Y. C. running to all important points in New York State. At <i>Merrickville</i> , a considerable manufacturing town, a fine iron bridge carries the line over the Rideau River. | 2878                 | 180                 |                |
| 46                  |                  | <b>Dalhousie Mills</b>   |  | 2876                 | 191                 |                |
| 51                  |                  | <b>Glen Norman</b>   |  | 2871                 | 199                 |                |
| 54                  |                  | <b>Green Valley</b>  |  | 2868                 | 207                 |                |
| 57                  |                  | <b>Glenroy</b>   |  | 2865                 | 216                 |                |
| 63                  |                  | <b>Apple Hill</b>  |  | 2860                 | 225                 |                |
| 68                  |                  | <b>Monklands</b>   |  | 2859                 | 234                 |                |
| 73                  |                  | <b>Avonmore</b>  |  | 2854                 |                     |                |
| 79                  |                  | <b>Finch</b>   |  | 2849                 |                     |                |
| 87                  | 11.15            | <b>Ohesterville</b>  |  | 2843                 |                     |                |
| 93                  | f11.24           | <b>Winchester</b>  |  | 2835                 |                     |                |
| 101                 |                  | <b>Mountain</b>  |  | 2829                 |                     |                |
| 108                 | 11.47            | <b>Kemptville Junc.</b>  |  | 2821                 |                     |                |
| 119                 | f12.05           | <b>Merrickville</b>  |  | 2814                 |                     |                |
|                     | MIDN'T           |  |  | 2803                 |                     |                |
|                     | A.M.             |  |  |                      | 238                 |                |
| 128                 | 12.30            | <b>Smith's Falls</b> —Pop. 4,500. Junction with Ottawa and Brockville section of the Canadian Pacific Railway; and at CARLETON PLACE, 13 miles northward, with the main line of the Canadian Pacific Railway (see page 19). The town has a number of important manufactories, for which, falls in the Rideau River afford ample water-power. Superior brick are made here and good building-stone abounds. Excellent refreshment rooms at the station.               | 4.30 A.M.  | 2794                 | 244                 |                |
| 140                 | 12.50            | <b>Perth</b> —Pop. 4,000. A prosperous town with a number of mills, and an extensive manufactory of railway cars. Quarries of fine building stone and deposits of mineral phosphates are worked in the vicinity.   | 4.00   | 2782                 | 252                 |                |

|| Refreshment Station.

f Flag Station.

| Miles from Montreal | West bound Train | STATIONS—DESCRIPTIVE NOTES  | East bound Train | Miles from Vancouver |
|---------------------|------------------|---|------------------|----------------------|
|                     | LEAVE            |   | LEAVE            |                      |
| 148                 | A.M.             | <b>Bathurst</b>   | A.M.             | 2774                 |
| 155                 |                  | <b>Maberly</b>  |                  | 2767                 |
| 166                 | 1.37             | <b>Sharbot Lake</b>   | 3.17             | 2756                 |
| 175                 |                  | <b>Mountain Grove</b>   |                  | 2747                 |
| 180                 |                  | <b>Ardendale</b>  |                  | 2742                 |
| 191                 | 2.29             | <b>Kaladar</b>  | 2.29             | 2731                 |
| 199                 |                  | <b>Hungerford</b>   |                  | 2723                 |
| 207                 | 2.57             | <b>Tweed</b>  | 1.59             | 2715                 |
| 216                 | 3.12             | <b>Ivanhoe</b>  | 1.37             | 2706                 |
| 225                 | 3.28             | <b>Central Ont. Jc.</b>   | 1.22             | 2697                 |
| 234                 |                  | <b>Blairton</b>   |                  | 2688                 |
|                     |                  | Lawrence to Renfrew on the main line of the Canadian Pacific Railway, is crossed at <i>Sharbot Lake</i> , a favorite resort of sportsmen, and especially noted for the good fishing it affords. <i>Tweed</i> , on the Moira River, a logging stream, is a busy town in the centre of a rich farming and dairying district. Connection is here made with the Bay of Quinte Railway & Nav. Company to Tamworth, Napanee and Deseronto (and Kingston by day train from the West). <i>Central Ontario Junction</i> is at the crossing of the Central Ontario Railway, extending from Picton and Trenton on Bay of Quinte, northward to a number of large and        |                  |                      |
| 238                 | 3.55             | <b>Havelock</b>   | A.M. 1.00        | 2684                 |
| 244                 |                  | <b>Norwood</b>  | 12.42            | 2678                 |
| 252                 |                  | <b>Indian River</b>   |                  | 2670                 |
|                     |                  | extensively worked iron mines. <i>Havelock</i> is a railway divisional point, with the usual buildings. At <i>Norwood</i> a fine farming country is reached, for which this is the market town.   |                  |                      |
| 262                 | 4.42             | <b>Peterboro'</b> —Pop. 10,000. On the Otonabee River, which here falls 150 feet within a few miles, affording an immense water-power, which is utilized by many large mills and manufactories. The town is well built and has a large trade. The surrounding country has extraordinary attractions for sportsmen and pleasure seekers. Beautiful lakes, rivers and waterfalls occur in all directions, and the fishing is especially good. The Peterboro' or Rice Lake canoe, so well known to all sportsmen, is made here, and with one of them a great extent of territory may be reached from here. Railway lines centre here from half-a-dozen directions. | MIDN'T 12.12     | 2660                 |
|                     |                  | Rice Lake canoes and sport  |                  |                      |
|                     |                  |   | Fish'g resorts   |                      |
| 271                 |                  | <b>Oawanville</b>   |                  | 2651                 |
| 280                 |                  | <b>Manvers</b>  |                  | 2642                 |
| 283                 |                  | <b>Pontypool</b>  |                  | 2639                 |
| 292                 |                  | <b>Burketon</b>   |                  | 2630                 |
| 301                 | 5.5              | <b>Myrtle</b>   | P.M. 11.03       | 2621                 |
| 310                 |                  | <b>Claremont</b>  |                  | 2612                 |
| 318                 |                  | <b>Locust Hill</b>  |                  | 2604                 |
| 326                 |                  | <b>Aginocurt</b>  |                  | 2596                 |
|                     |                  | Market stations for a fine agricultural country. Wheat, rye, oats, barley, butter, cheese and fruit are largely produced and much attention is given to cattle breeding.  |                  |                      |

/ Flag Station

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2794

2782

| Miles from Montreal | West-bound Train              | STATIONS—DESCRIPTIVE NOTES   | East-bound Train | Miles from Vancouver | Miles from Montreal  |
|---------------------|-------------------------------|--|------------------|----------------------|--|
| 333                 |                               | <b>Leaside Junc.</b> —Express trains run through by way of Toronto Union Station to Toronto Junc.  |                  | 2590                 | 338  |
| 338                 | ARRIVE DAILY<br>7.00 A.M.     | <p>   <b>Toronto</b>—Pop. 195,000. The capital and chief town of ONTARIO, and the next city to Montreal in the Dominion. It is situated on Lake Ontario. It has a most complete railway system, reaching out to every important place and district in the province. It has immense manufacturing establishments, and some of the largest commercial houses in the country. Its educational institutions are widely known. Its people are nearly all English and Scotch, and while the city has strongly marked English characteristics, it is distinctively western in the intensity of its activity and energy. In addition to the numerous railway lines of the Canadian Pacific and Grand Trunk companies centering here, the N. &amp; N. W. Div. of the G. T. Ry. System (see page 72) extends northward, past Lake Simcoe, to North Bay on Lake Nipissing, where it connects with the main line of the Canadian Pacific Railway Transcontinental Route. Canadian Pacific trains run via Hamilton and Welland to Niagara Falls and Buffalo, making close connection for Rochester, Syracuse, Troy, Albany and New York. At Toronto Junction the Credit Valley and Toronto, Grey &amp; Bruce sections of the Canadian Pacific Ry. diverge, the former extending to London and Detroit, connecting at the latter point with the Wabash Rd. for St. Louis, Chicago and other western United States points, and the other during the summer connecting at Owen Sound with the C. P. Ry. Co.'s lake steamships for Sault Ste. Marie and Fort William.</p> | P.M.<br>9.35     | 2585                 |  |
|                     | Com-<br>m'rcial<br>importance |  |                  | LEAVE DAILY          |  |
|                     | Rail-<br>way<br>outlets       |  | EASTERN TIME     |                      | 384<br>387<br>391<br>394<br>398<br>403<br>406<br>410<br>414<br>424<br>43<br>43<br>44<br>44<br>45 |

|| Refreshment Stations

Additional train leaves Toronto for Montreal at 9.00 a.m. on week days, arriving at Montreal at 7.00 p.m.

| Miles from Montreal | Express Westb'd                         | STATIONS—DESCRIPTIVE NOTES   | Express Eastb'd  | Miles from Vancouver |
|---------------------|---|--|--|----------------------|
| 2590                | 338                                     | <b>Toronto</b> —Regular trains leave Toronto for Owen Sound at 8.25 a.m. and 5.40 p.m., and Owen Sound for Toronto at 6.35 a.m. and 3.45 p.m. These trains run daily except Sundays and stop at all stations. During the summer season (until about 30th September), the Steamship Express leaves Toronto on sailing days at 1.30 p.m., passing through Parkdale (1.40 p.m.), and Toronto Junction (1.47 p.m.), and thence by way of Streetsville Junction to Melville Junction. Returning, leave Owen Sound at 9.00 a.m. on boat days, arriving Toronto 12.45 p.m.  | ARRIVE<br>12.45<br>P.M.  | 2585                 |
| 2585                | 384                                     | <b>Melville Junction.</b>  | Tuesdays, Thursdays and Sundays only.  |                      |
|                     | 387                                     | <b>Orangeville</b> —Pop. 4,000. A farming centre, as shown by the elevators at the station.  | 11.10  | 2539                 |
|                     | 391                                     | <b>Orangeville Junction</b> —Branch line to TEESWATER.   | 11.10  | 2538                 |
|                     | 394                                     | <b>Laurel</b>  | 11.00  | 2532                 |
|                     | 398                                     | <b>Crombles</b>  |  | 2529                 |
|                     | 403                                     | <b>Shelburne</b>   |  | 2525                 |
|                     | 406                                     | <b>Melancthon</b>  |  | 2520                 |
|                     | 410                                     | <b>Corbetton</b>   |  | 2517                 |
|                     | 414                                     | Mills, four miles from <i>Shelburne</i> , are noted for extraordinary trout.   |  | 2518                 |
|                     | 424                                     | <b>Dundalk</b> —The road is here 1,300 feet above Lake Ontario.  |  | 2511                 |
|                     | 431                                     | <b>Flesherton</b> —A brisk agricultural village. The town of <i>Flesherton</i> is 2 m. east, and <i>Priceville</i> ½ m. west. A little east of <i>Flesherton</i> are <i>Eugenia Falls</i> , and many most picturesque brooks and cataracts, abounding in fish.   |  | 2509                 |
|                     | 436                                     | <b>Markdale</b>  |  | 2499                 |
|                     | 440                                     | <b>Berkeley</b>  |  | 2492                 |
|                     | 447                                     | <b>Holland Centre</b>  |  | 2487                 |
|                     | 452                                     | <b>Chatsworth</b>  |  | 2483                 |
|                     | 460                                     | <b>Rockford</b>  |  | 2476                 |
|                     |   | exported largely. Scotch and Irish people predominate. Limestone abounds, and lime is made.  |  | 2471                 |
|                     | Ar 5.20<br>Lv 5.30<br>P.M.              | <b>Owen Sound</b> —Pop. 8,000. The port on Georgian Bay for Canadian Pacific lake steamships, leaving westbound about 5.30 p.m. on Tuesdays, Thursdays and Saturdays. This town has grown rapidly since the building of the railway; and is the shipping point for a vast area of farming country. The town is situated at the mouth of the <i>Sydenham River</i> at the head of the sound, and is surrounded by an amphitheatre of limestone cliffs. The region is well-wooded, and in summer is visited by large numbers of tourists. Within two or three miles are pretty waterfalls. Building stone and brick-clays abundant. Manufac- | Lv 9.00<br>Ar 7.00<br>A.M.   | 2463                 |
|                     | Port of embarkation for the Upper Lakes |  | Trains leave Owen Sound for Toronto at 6.35 a.m. and 3.45 p.m. every week day. |                      |

! Refreshment Stations.

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| Miles from Montreal | West-bound Train                         | STATIONS—DESCRIPTIVE NOTES   | East-bound Train  | Miles from Vancouver |
|---------------------|--|--|---|----------------------|
|                     | LEAVE                                    | tures, especially of furniture and woodenware, are increasing and an immense elevator for the storage and distribution of Manitoba wheat to eastern millers has recently been erected. Shooting and fishing in great variety are easily obtainable. In addition to the steamships of the Canadian Pacific line for Fort William, local steamers depart regularly for Manitoulin Island and all ports on Georgian Bay during the season of navigation.  | LEAVE   |                      |
| 735                 | NOON<br>a 12.00<br>1 12.30               | <b>Sault Ste. Marie</b> —Wednesdays, Fridays and Sundays going West, and Saturdays, Mondays and Wednesdays going East. Passengers can go ashore while the vessels pass through the lock. Connection is here made with the Soo-Pacific line which leaves the Canadian Pacific Transcontinental route at Sudbury, and crosses the Rapids of the Ste. Mary, on a magnificent iron bridge, and runs westward to Gladstone, St. Paul and Minneapolis, and after traversing the States of Michigan, Wisconsin, Minnesota and North Dakota, rejoins the Transcontinental route near Moose Jaw, in the Canadian North-West. Connection is also made with the Duluth, South Shore & Atlantic R. for Duluth and points on the South Shore of Lake Superior, and steamers for Lake Superior (South Shore), Michigan, Huron and Erie. From the "Soo" enjoyable side trips may be made to Algoma Park, the Desbarats Islands on the north shore of Lake Huron, Mackinac, etc., and the Michipicoten gold fields on Lake Superior. | NOON<br>1 12.00<br>a 10.00<br>A. M.                                 | 2188                 |
|                     | Arrive Thursdays, Saturdays and Mondays. |  | The C.P. steamer leaves Fort William Fridays, Sundays and Tuesdays. |                      |
|                     | EAST. TIME                               |  | EAST. TIME  |                      |
| 1010                |  | <b>Port Arthur</b> —See page 24.   | NOON<br>12.00   | 1913                 |
| 1015                | 12.00<br>NOON<br>ARRIVE                  | <b>Fort William</b> —Arrives Thursdays, Saturdays and Mondays going West. Leaves Fridays, Sundays and Tuesdays going East.   | 11.30<br>A. M.<br>LEAVE   | 1908                 |

For Route west of Fort William see Transcontinental Rail Route, page 24. It is at Fort William that the Lake and Rail routes unite.

Steamship route is during season of navigation only, say from about 1st May to about 31st October, and weather and water permitting. Sailings are subject to change without notice.

While water is low on Lake Superior, steamers may omit Port Arthur, calling only at Fort William. In such cases Ticket holders to Port Arthur or beyond will be supplied, if they so desire, with rail transportation from Fort William to Port Arthur.

The Ontario Law prohibits the sale of liquor on all lake steamships sailing between Ontario ports. This includes Upper Lake Steamships between Owen Sound and Fort William.

#### ADVERTISING ON THE CANADIAN PACIFIC RAILWAY.

For terms for displaying advertisements on the premises of the Canadian Pacific Railway along its lines, apply to the Acton Barrows Company, Head Office, 29 Melinda St., Toronto. Branch Offices:—197 Lombard Street, Winnipeg, and Inns of Court Building, Vancouver, Canada.

# Ontario Route

Toronto and North Bay : 227 Miles, G. T. Ry

| Miles from Toronto | Express North-bound     | STATIONS--DESCRIPTIVE NOTES  | Express South-bound     | Miles from Vanc'v' |
|--------------------|-------------------------|--|-------------------------|--------------------|
|                    | LEAVE                   |  | ARRIVE                  |                    |
| 0                  | 1.00 pm                 | <b>Toronto</b> —Union Station. See page 69.  | 3.10 pm                 | 2770               |
| 30                 | 2.00                    | <b>Aurora</b>  | 2.16                    | 2740               |
| 35                 | 2.08                    | <b>Newmarket</b>   | 2.08                    | 2735               |
| 38                 |                         | <b>Holland Landing</b>   |                         | 2732               |
| 63                 | 3.05                    | <b>Allandale</b>   | 1.15 P.M.               | 2707               |
|                    | Daily                   | <i>Aurora and Newmarket are farming centres of much importance. Holland Landing, on Lake Simcoe, was where, in old days, the navigation of the lake began. At Allandale the other section of this railway, from Hamilton and Niagara Falls, unites with the main line; trains leave Hamilton at 7.10 a.m. and 4.35 p.m. The western shore of Lake Simcoe is skirted as far as Orillia. Between Orillia and Gravenhurst, Lake Couchiching and other lakes, the resort in summer of Toronto people, are passed, and at the latter station Muskoka Lake is reached. Bracebridge and Huntsville are summer resorts and manufacturing towns.</i>  | Daily                   |                    |
| 87                 | 3.42                    | <b>Orillia</b>   | NOON 12.20              | 2684               |
| 112                | 4.30                    | <b>Gravenhurst</b>   | 11.32                   | 2658               |
| 122                | 4.40                    | <b>Bracebridge</b>   | 11.08                   | 2648               |
| 146                | 5.33 P.M.               | <b>Huntsville</b>  | 10.25 A.M.              | 2624               |
|                    | Hotels and summer sport | <i>This beautiful district lies several hundred feet above the level of Lake Huron, and consists of a network of lakes, ponds and rapid streams, widely and justly renowned. The lakes are filled with islands, are indented by bold promontories, and, with their connecting rivers, wind in and out of leafy defiles. The fishing is famous, the catch including brook and lake trout, black bass, maskinonge and pickerel. Grouse-shooting is good everywhere, and deer are plentiful in their season. The villages are pleasant and prosperous (only principal stations are given here), and in summer many pleasure-hotels, reached by steamboats and stages, are open among the lakes at a distance from</i> | Among the Muskoka lakes |                    |

| Refreshment Station.

Miles from Vanc'v'

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# Sleeping and Parlor Car Service

|  | FROM                    | TO                       | SLEEPING CAR    |            | PARLOR CAR |           |
|--|-------------------------|--------------------------|-----------------|------------|------------|-----------|
|  |                         |                          | Depart          | Berth Rate | Depart     | Seat Rate |
|  | ⊙ Boston                | St. John                 | 7:00 pm         | \$2.60     | 8:00 am    | \$ 2.00   |
|  | ⊙ Boston                | Montreal                 | 8:00 pm         | 2.00       | 9:00 am    | 1.60      |
|  | Boston                  | Chicago                  | 9:00 am         | 2.00       |            |           |
|  | Boston                  | St. Paul                 |                 | 2.00       |            |           |
|  | ⊙ Buffalo               | Toronto (Parlor or Sleep | ing Cars on all |            | trains.)   | .50       |
|  | Chicago (Polk St. Depot | Toronto (8.15 p.m.)      | 11:00 pm        | 3.00       |            |           |
|  | Chicago                 | Montreal (11.00 pm)      | 8:15 "          | 5.00       |            |           |
|  | Chicago                 | Boston and Portland      |                 | 5.50       |            |           |
|  | Detroit                 | Toronto                  | 11:35 "         | 2.00       | 12:30 pm   | 1.00      |
|  | Detroit                 | Montreal (11.35 pm)      | 12:30 pm        | 3.50       |            |           |
|  | Detroit                 | Portland and Old Orchard |                 | 4.50       |            |           |
|  | Detroit                 | Boston                   |                 | 4.50       |            |           |
|  | Halifax                 | Montreal, via St. John   | 8:00 am         | 7.00       |            |           |
|  | Hamilton                | Toronto                  |                 |            |            | .25       |
|  | Hamilton                | Montreal or Ottawa       |                 | 2.00       |            | 1.25      |
|  | Montreal                | Boston                   | 8:30 pm         | 2.00       | 9:00 am    | 1.60      |
|  | ⊙ Montreal              | Portland and Old Orchard | 8:30 "          | 2.00       | 9:00 "     | 1.60      |
|  | Montreal                | St. Andrews, N.B.        | 8:00 "          | 2.50       |            |           |
|  | Montreal                | St. John                 | 8:00 "          | 2.80       |            |           |
|  | Montreal                | Halifax, via St. John    | 8:00 pm         | 4.00       |            |           |
|  | Montreal                | Vancouver                | 9:30 am         | 18.00      |            |           |
|  | Montreal                | Toronto                  | 9:00 pm         | 2.00       | 8:55 "     | 1.00      |
|  | Montreal                | Hamilton                 |                 | 2.00       |            | 1.25      |
|  | Montreal                | Detroit (8.55 a.m.)      | 9:00 "          | 3.50       |            |           |
|  | Montreal                | Chicago (8.55 a.m.)      | 9:00 "          | 5.00       |            |           |
|  | Montreal                | St. Paul                 | 10:00 "         | 8.00       |            |           |
|  | Montreal                | Duluth                   |                 | 6.00       |            |           |
|  | Montreal                | Ottawa                   | 10:00 "         | 1.50       | 9:45 am    | .50       |
|  |                         |                          |                 |            | 4:00 pm    | .50       |
|  |                         |                          |                 |            | 8:20 am    | .75       |
|  |                         |                          |                 |            | 3:30 pm    | .75       |
|  |                         |                          |                 |            | 8:00 am    | 1.50      |
|  |                         |                          |                 |            | 8:00 "     | 1.50      |
|  | Montreal                | Quebec                   |                 |            |            |           |
|  | North Bay               | Toronto                  | 8:10 "          | 2.00       |            |           |
|  | ⊙ Old Orchard           | Montreal                 | 8:00 "          | 2.00       |            |           |
|  | Ottawa                  | Toronto                  | 10:25 pm        | 2.00       |            |           |
|  | Ottawa                  | Montreal                 | 4:10 am         | 1.50       | 8:30 am    | .50       |
|  |                         |                          |                 |            | 4:15 pm    | .50       |
|  | Owen Sound              | Toronto                  |                 |            | 9:00 am    | .50       |
|  | ⊙ Portland              | Montreal                 | 8:40 pm         | 2.00       | 8:00 am    | 1.50      |
|  |                         |                          | 10:30 pm        | 1.50       | 9:00 pm    | .50       |
|  |                         |                          |                 |            | 12:25 pm   | .50       |
|  | Seattle                 | St. Paul                 | 8:45 am         | 12.00      |            |           |
|  | St. John, N.B.          | Montreal                 | 5:10 pm         | 2.50       |            |           |
|  | ⊙ St. John, N.B.        | Boston                   | 5:30 "          | 2.50       | 6:25 am    | 2.00      |
|  | St. Andrews, N.B.       | Montreal                 | 5:40 "          | 2.50       |            |           |
|  | ⊙ St. Paul              | Winnipeg                 | 8:00 "          | 8.00       |            |           |
|  | St. Paul                | Seattle                  | 6:00 "          | 12.00      |            |           |
|  | St. Paul                | Montreal                 | 7:20 "          | 6.00       |            |           |
|  | St. Paul                | Boston, via Montreal     | 7:30 pm         | 7.00       |            |           |
|  | Toronto                 | Hamilton                 |                 |            |            | .25       |
|  | ⊙ Toronto               | Buffalo (Parlor or Sleep | ing Cars on all |            | trains.)   | .50       |
|  | ⊙ Toronto               | New York                 | 5:20 pm         | 2.80       |            |           |
|  | Toronto                 | Montreal                 | 8:35 "          | 2.00       | 9:00 am    | 1.00      |
|  | Toronto                 | Ottawa                   | 8:35 "          | 2.00       |            | 1.00      |
|  | ⊙ Toronto               | Detroit                  | 7:20 "          | 2.00       | 7:30 "     | 1.00      |
|  | Toronto                 | Chicago                  | 7:20 "          | 5.00       |            | 2.00      |
|  | Toronto                 | North Bay                | 6:10 "          | 2.00       | 1:00 pm    | 1.00      |
|  | Toronto                 | Owen Sound               |                 |            | 1:30 pm    | .50       |
|  | Toronto                 | Vancouver via North Bay  | 1:00 "          | 17.50      |            |           |
|  | Toronto                 | St. Paul, via North Bay  |                 | 5.00       |            |           |
|  | Vancouver               | Montreal                 | 1:15 "          | 18.00      |            |           |
|  | Vancouver               | Winnipeg                 | 1:15 pm         | 12.00      |            |           |
|  | Vancouver               | Vancouver                | 7:15 am         | 12.00      |            |           |
|  | ⊙ Winnipeg              | St. Paul                 | 8:10 pm         | 3.00       |            |           |

\* Daily. † Daily except Sun. ‡ Daily except Sat. § Sun. only. || From 30th June to 4th Sept. only. ¶ Mondays only. \*\* Tues., Thurs., Sat. only. †† Sleeping Cars run from about 15th June to about 1st Oct.; Parlor Cars from about 26th June to about 1st October. ‡‡ From about 1st June to about 30th Sept. §§ Sun. Tues., Thurs. only. ⊙ Sleeping Car lines operated partly by C.P. Ry. and partly Sleeping Car Co's.

**Proportionate Rates between other Stations.**  
**Sleeping Car Sections.** In Canadian Pacific Cars, double the berth rate. In Drawing Rooms between three and four times the berth rate.

**Accommodation in First Class Sleeping Cars and in Parlor Cars will be sold only to holders of First Class transportation and in Parlor Cars will be sold only to Two adults, when TRAVELLING TOGETHER and BOARDING CAR at SAME STATION, will be allowed to occupy a berth on one berth ticket, four a section on one section ticket, and six a drawing room on one drawing room ticket, if each presents a railway passage ticket.**

Canadian Pacific Railway Agents stated below have car diagrams for locating passengers; other ticket agents will secure accommodation on application to them:  
 Boston - W. BENSON, 197 Washington St.  
 Buffalo - A. J. SHULMAN, 283 Main St.  
 Halifax - J. D. CHIPMAN, 107 Hollis St.  
 Hamilton - W. J. GREGG, 129 St. James St.  
 Montreal - W. F. BOND, 129 St. James St.  
 Ottawa - GEO. EUNGAN, 42 Sparks St.  
 Quebec - E. H. CREAM, Opposite Post Office.

Sault Ste. Marie, Mich. - T. R. HARVEY, 107 Portage Avenue West, and Steamship Wharf.  
 St. John, N.B. - W. H. O'MACKAY, Chubb's Corner.  
 Toronto - C. E. BUNTING, King St. East.  
 Vancouver - J. A. SOLATER, 8th. Ticket Agent.  
 Winnipeg - W. M. MCLEOD, cor. Main St. and McDermott Ave.

††† Telegrams for accommodation required same night should be addressed to station agents if sent after 6:00 p.m. All city offices are closed on Sundays and legal holidays, and close at 6:00 p.m. week days.  
 Diagrams of through Sleeping Cars between Montreal and Vancouver, and Boston and St. Paul, will be held at following stations several hours before the arrival of Sleeping Cars, and accommodation may be secured by telegram or letter.

IMPERIAL LIMITED (Westbound)—North Bay, Ft. William, Winnipeg, Calgary (from 1st Nov. to 30th April), Banff, (from 1st May to 31st Oct.), Glacier, Revelstoke (from 1st Nov. to 30th April).  
 IMPERIAL LIMITED (Eastbound)—Glacier, Banff (from 1st May to 31st Oct.), Calgary (from 1st Nov. to 30th April), Winnipeg, Ft. William, North Bay.

St. Paul Exp.—Montreal, St. Ste. Marie, Mich., Boston Exp.—Montreal, St. Ste. Marie, Mich. Telegrams or letters direct to above agents will receive prompt attention. When ordering, be particular to state number of berths or sections, etc., required, the train, from and to what points, date of starting, and route. Acknowledgment will be sent by mail unless specially requested to telegraph.

**Stop-over**—Holders of through Sleeping Car Tickets, reading through both Winnipeg and Mission June, in either direction, will be furnished on application to Sleeping Car Porter, with check for stop over at Winnipeg, Banff Hot Springs, Laggan, Field, Glacier, Revelstoke or North Bend.

**J. A. SHEFFIELD, SUPT. SLEEPING, DINING AND PARLOR CARS AND HOTELS MONTREAL**

Miles from Vancouver  
 2500  
 2587  
 2581  
 2550  
 2542

# To Japan and China—C. P. R. Royal Mail Steamship Line.

The Canadian Pacific Railway Co's fast steamship service on the Pacific Ocean gives the shortest, safest and best route between Canada and the Orient, and also forms an important link in the popular "Around the World" trip. By the White Empress Line of the Canadian Pacific, tourists can easily reach either Japan or China, and visit at leisure the many attractive and curious places to be found in those countries, and they can, if they wish, continue the journey to Australia or around the world. The route from Vancouver, B. C., to Yokohama, Japan, Shanghai, China, and Hong Kong, is 300 miles shorter than any other transpacific route, and Vancouver is several hundred miles nearer to the Atlantic than any other Pacific port. The passage is generally a very pleasant one, the course taken avoiding the uncertain weather of more southerly latitudes, and with experienced and courteous officers the traveller is assured of safety, comfort and pleasure.

The steamships "Empress of India," "Empress of China" and "Empress of Japan," built under contract with the Imperial Government to carry the Royal mails, are staunch, speedy and spacious. They are uniformly built of 6,000 tons burthen, are 455 feet in length, with 51 feet breadth of beam, and are the only twin-screw steamships on the Pacific. They are of 10,000 horse power, have triple expansion engines, and steam 19 knots per hour.

The cabins are large and roomy and contain all the modern improvements, many new features being added, and no expense has been spared in their luxurious fittings. The promenades are extensive and free from obstructions. The Saloons, Smoking Rooms, Social Halls and all passenger accommodation are amidships, and surpass anything afloat. The vessels are lighted throughout with electricity—in a word modern marine architecture has in these palaces excelled itself.

## INTENDED SAILINGS—WESTBOUND

| NAME OF STEAMSHIP      | Van-couver   | Yoko-hama    | Kobe         | Naga-saki    | Shanghai (Woo-sung) | Hong Kong     |
|------------------------|--------------|--------------|--------------|--------------|---------------------|---------------|
|                        | Dep. 13.20   | Arr.         | Arr.         | Arr.         | Arr.                | Arr.          |
| EMPRESS OF JAPAN ..... | 1899 Aug. 21 | 1899 Sept. 4 | 1899 Sept. 6 | 1899 Sept. 8 | 1899 Sept. 9        | 1899 Sept. 12 |
| EMPRESS OF CHINA ..... | Sept. 11     | Sept. 25     | Sept. 27     | Sept. 29     | Sept. 30            | Oct. 3        |
| EMPRESS OF INDIA ..... | Oct. 9       | Oct. 23      | Oct. 25      | Oct. 27      | Oct. 28             | Oct. 31       |
| EMPRESS OF JAPAN ..... | Nov. 6       | Nov. 20      | Nov. 22      | Nov. 24      | Nov. 25             | Nov. 28       |
| EMPRESS OF CHINA ..... | Dec. 4       | Dec. 18      | Dec. 20      | Dec. 22      | Dec. 23             | Dec. 26       |

## AND ABOUT EVERY THREE WEEKS THEREAFTER

### INTENDED SAILINGS—EASTBOUND

| NAME OF STEAMSHIP      | Hong Kong   | Shanghai (Woo-sung) | Naga-saki    | Kobe         | Yoko-hama    | Van-couver   |
|------------------------|-------------|---------------------|--------------|--------------|--------------|--------------|
|                        | Dep.        | Arr.                | Arr.         | Arr.         | Dep.         | Arr.         |
| EMPRESS OF CHINA ..... | 1899 Aug. 9 | 1899 Aug. 11        | 1899 Aug. 14 | 1899 Aug. 15 | 1899 Aug. 18 | 1899 Aug. 30 |
| EMPRESS OF INDIA ..... | Aug. 30     | Sept. 1             | Sept. 4      | Sept. 5      | Sept. 8      | Sept. 20     |
| EMPRESS OF JAPAN ..... | Sept. 27    | Sept. 29            | Oct. 2       | Oct. 3       | Oct. 6       | Oct. 18      |
| EMPRESS OF CHINA ..... | Oct. 25     | Oct. 27             | Oct. 30      | Oct. 31      | Nov. 3       | Nov. 15      |
| EMPRESS OF INDIA ..... | Nov. 22     | Nov. 24             | Nov. 27      | Nov. 28      | Dec. 1       | Dec. 13      |
| EMPRESS OF JAPAN ..... | Dec. 20     | Dec. 22             | Dec. 25      | Dec. 26      | Dec. 29      | Jan. 10 1900 |

## AND ABOUT EVERY THREE WEEKS THEREAFTER.

The usual stay at intermediate ports is:—Yokohama, 24 hours; Kobe, 12 hours; Naga-saki, 10 hours; Shanghai, 12 to 24 hours, according to tide. These periods may be reduced or increased according to circumstances. Passengers should ascertain from Company's Agents at those ports the exact hours of departure. Steamers leave Vancouver on arrival of Express from the east, and call at Victoria to land and embark passengers.

## Canadian-Australian Royal Mail S.S. Line

This line was established in 1893, and has become the favorite route between Europe and America and the Antipodes. Monthly sailings in both directions, via Honolulu, are made. The magnificently equipped steamships Aorangi, Warrimoo and Mowera are specially adapted for long sea voyages. The option of stop-overs is allowed first cabin passengers en route, and at Honolulu many take advantage of this privilege and remain to enjoy the strange sights to be seen in the Isles of the Pacific.

### INTENDED SAILINGS—WESTBOUND

| Name of Steamship | Vancouver | Honolulu, | Brisbane, Qd. | Sydney   |
|-------------------|-----------|-----------|---------------|----------|
|                   | 13.20     | Dep.      | Arr.          | Dep.     |
|                   | 1899      | 1899      | 1899          | 1899     |
| MIOWERA .....     | Aug. 25   | Sept. 2   | Sept. 16      | Sept. 18 |
| WARRIMOO .....    | Sept. 22  | Sept. 30  | Oct. 14       | Oct. 16  |
| AORANGI .....     | Oct. 20   | Oct. 28   | Nov. 11       | Nov. 13  |
| MIOWERA .....     | Nov. 17   | Nov. 25   | Dec. 9        | Dec. 11  |

Sailings shown are approximate only.

### INTENDED SAILINGS—EASTBOUND

| Name of Steamship | Sydney   | Brisbane, Qd. | Honolulu, | Vancouver |
|-------------------|----------|---------------|-----------|-----------|
|                   | Dep.     | Arr.          | Dep.      | Arr.      |
|                   | 1899     | 1899          | 1899      | 1899      |
| WARRIMOO .....    | Aug. 15  | Aug. 17       | Aug. 18   | Aug. 31   |
| AORANGI .....     | Sept. 12 | Sept. 14      | Sept. 15  | Sept. 27  |
| MIOWERA .....     | Oct. 10  | Oct. 12       | Oct. 13   | Oct. 25   |
| WARRIMOO .....    | Nov. 7   | Nov. 9        | Nov. 10   | Nov. 22   |

And about every four weeks thereafter. Sailings shown are approximate only.

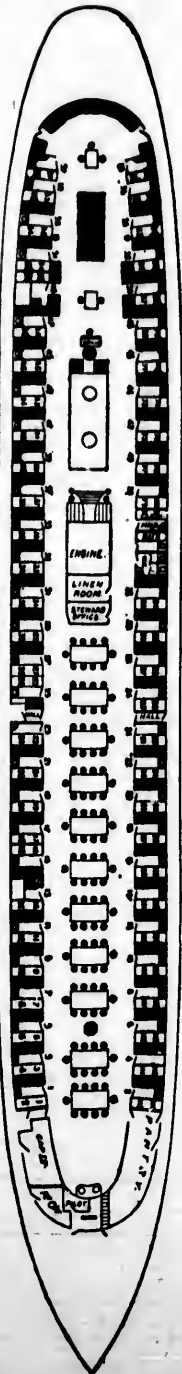
Passengers can ascertain from Commanders of ships the time allowed in port at Honolulu (it averages about 10 hours) and at Brisbane.

From points west of Chicago, St. Paul and Fort William, berths on Steamers of above lines can be secured from Asst. Gen. Pass. Agt., Vancouver, and east of those points from the General Passenger Agent, Montreal, through any C. P. R. Agent.

Meats at second table are served Second Class passengers at 30 cents each: Canned Meats, etc., are also procurable. Colonists' outfits, similar to those used on C.P.R. Colonial Cars, can be purchased on board. ARTHUR PIERS, Supt. of Steamship Lines, Montreal.

# CANADIAN PACIFIC UPPER LAKES STEAMSHIPS (MAY TO OCTOBER ONLY) ALBERTA, ATHABASCA AND MANITOBA

CABIN DIAGRAM OF THE SCYMS STEAMSHIPS ALBERTA AND ATHABASCA.



THE STEAMSHIP MANITOBA BEING 30 FEET LONGER HAS THE ADDITIONAL STATEROOMS

For further particulars see pages 60 and 61 of this book.

These Steamships are built of Steel, two of them on the Clyde and one at the port of Owen Sound. They are fitted with every modern appliance for speed, comfort and safety, and are unrivalled on the lakes, being more like Ocean Greyhounds than the usual lake steamship. The Manitoba is 300 feet, 2600 tons; the Alberta and Athabasca are 270 feet long, 2300 tons. The promenade deck is especially large, being over the main saloon. Each stateroom is electric lighted. The odd numbers on diagram represent upper berths, the darkened part in stateroom represents the sofa. Berth locations in steamships can be secured through any Agent of the C.P.R., or at the office of the Assistant General Passenger Agent, 1 King St. East, Toronto.

First Class Round Trip and Tourist Tickets include meals and berths; Second Class, Coloniast and Emigrant Tickets, deck passage only. Meals at second table are served Second Class passengers at 30 cents each; Canned Meats, etc., are also procurable. Coloniast's outfits, similar to those used on C.P.R. Colonist Cars, can be purchased on board.

ARTHUR PIERS, Supt. of Steamship Lines, Montreal.

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| 23        | Dec. 26  |

| Vancouver | Arr.     |
|-----------|----------|
| 1899      | Aug. 30  |
| 18        | Sept. 20 |
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| 6         | Oct. 18  |
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# CANADIAN PACIFIC RAILWAY

## RAILWAY LANDS ON NEW AND EASY . . . TERMS OF PAYMENT.

The Canadian Pacific Railway Company's land subsidy, comprising an area of 25,000,000 acres, lies close to the Main Line and Branches in Manitoba, Assiniboia, Saskatchewan and Alberta. The lands have been carefully selected by competent surveyors, enabling the Company to offer lands of the highest grade to intending purchasers at from \$3.00 to \$5.00 per acre, and the purchaser may go into immediate possession on payment of one-tenth of the purchase money, and interest, which for 160 acres at \$3.00 per acre on nine years time would amount to \$615.20. The first instalment would be \$61.52, the balance payable in nine equal instalments of \$61.52 each, the first of such deferred instalments falling due in one year from date of purchase except in the case of an actual settler requiring the land for his own use, in which case the first deferred instalment would fall due in two years and the remaining payments annually thereafter.

The system of equal payments gives the settler a better opportunity to pay for his land out of the proceeds of his crops, than under the old plan, which called for the heaviest payments early in the term of the contract, and before he had time to get his land thoroughly under cultivation.

If a purchaser pays in full at time of purchase he will be allowed a reduction from the price equal to ten per cent. of the amount paid in excess of the usual cash instalment.

The valuable lands allotted to the Canada North-West Land Co., Ltd., are for sale at the office of the Land Dept., and purchasers have the privilege of paying for these lands in the preferred shares of the Land Co., which are accepted at their par value.

### GOVERNMENT FREE GRANT LANDS

All surveyed even numbered sections, excepting 8 and 28, are held exclusively for homesteads, and entry therefor to the amount of a quarter section (160 acres) can be obtained on payment of a fee of ten dollars.

**Westbound Trains** stop for sufficient time at Winnipeg Station to enable passengers to visit the Land Office of the Company in the Railway Depot, where maps and pamphlets, descriptive of the Lands through which the Railway passes, can be obtained.

**Stop-over privileges** between Winnipeg and Calgary will be granted on application to conductor on Through Second Class or Colonist Tickets to British Columbia or Puget Sound, thus enabling passengers to make personal inspection of the lands.

For detailed prices, maps and full particulars apply to

**L. A. HAMILTON,**  
**C. P. R. Land Commissioner, WINNIPEG, MAN.**

### TELEGRAPHS

The telegraph system of the C.P.R. not only extends along the entire length of the railway, but also reaches every point of importance off the line of Railway in the Dominion of Canada.

The **Commercial Cable Co.** (Mackay-Bennett System) gives the C.P.R. the most direct connection with Europe.

The **Postal Telegraph Co.** of New York and San Francisco enables the **C.P.R.** to reach all the important points in the United States.

A tariff of charges for Telegrams is posted at all Telegraph Offices, and is kept by all Sleeping and Parlor Car Porters for inspection. Senders of messages are requested to compare the charges made with the rates on tariff.

To ensure quick dispatch to all points, see that your telegrams are written on **C.P.R.** Telegraph Blanks and are handed in at C.P.R. offices.

CHAS. R. HOSMER,

MANAGER TELEGRAPHS.

HEAD OFFICE, MONTREAL.

### DOMINION EXPRESS COMPANY

Operating on all lines of the **Canadian Pacific**, and on other Railways throughout Canada; **Royal Mail Steamers** to and from Europe; **Canadian Pacific Royal Mail Steamship Line** (to and from **Tres** Ports in Japan and China) and **Canadian-Australian Line of Royal Mail Steamships** to Australia, via Honolulu, H.I.

Possessing the best facilities for transporting merchandise, money, bonds and valuables with security and despatch, between all principal points in Canada, connecting with responsible Express Companies for all parts of the world.

Collect drafts, bills (with goods C.O.D.), notes, coupons, and other paper. Deposit money in bank; record deeds; pay taxes for non-residents; and execute any important commissions **carefully, promptly and at reasonable rates.**

Grant Special Rates on produce, and on large consignments of merchandise.

Sell **Money Orders**, payable in Canada, the United States and Europe.

**Agencies in Great Britain:**—7 James St., Liverpool; 67 St. Vincent St., Glasgow; 67 and 68 King William St., London, E.C., and throughout Europe in connection with Messrs. Geo. W. Wheatley & Co. and the Globe Parcels Express, specially authorized agents for the Company.

S. T. STEWART, Superintendent . . . . . Montreal

J. A. BOSWELL, " . . . . . Toronto

G FORD, " . . . . . Winnipeg

W. S. STOUT, General Manager, Toronto

# C.P.R. HOTELS

While the perfect sleeping and dining car service of the Canadian Pacific Railway provides every comfort and luxury for travellers making the continuous overland through trip, it has been found necessary to provide places at the principal points of interest among the mountains where tourists and others might explore and enjoy the magnificent scenery.

The Company has erected at convenient points hotels, which, by their special excellence, add another to the many elements of superiority for which the Railway is famous.

## THE CHATEAU FRONTENAC—QUEBEC

The quaintest and historically the most interesting city in America, is one of the finest hotels on the continent. It occupies a commanding position overlooking the St. Lawrence, its site being, perhaps, the grandest in the world. The Chateau Frontenac was erected in 1893, at a cost of nearly a million dollars.

Rates, three dollars and fifty cents per day and upwards, with special arrangements for large parties and those making prolonged visits.

Address, "MANAGER, Chateau Frontenac, Quebec, Canada."

## PLACE VIGER HOTEL—MONTREAL

A handsome new structure in which are combined a hotel and station. The building which faces Place Viger is most elaborately furnished and modernly appointed, the general style and elegance, characterizing the Chateau Frontenac at Quebec, being followed.

Rates three dollars per day and upwards, with special rates to large parties and guests making an extended visit.

Address, "MANAGER, Place Viger Hotel, Montreal, Canada."

## THE KAMINISTQUIA—FORT WILLIAM, ONT.

The western terminus of the Lake Route and of the Eastern Division of the C.P.R.

Rates, two dollars and fifty cents per day and upwards, with special rates to large parties or those making an extended visit.

Address, "MANAGER, the Kaministiquia Hotel, Fort William, Ont."

## BANFF HOT SPRINGS HOTEL—BANFF, ALBA.

In the Canadian National Park, on the eastern slope of the Rocky Mountains, is placed on a high mountain promontory 4,500 feet above the sea level, at the confluence of the Bow and Spray Rivers, and is a large and handsome structure, with every convenience that modern ingenuity can suggest, and costing over a quarter of a million dollars. Open from about 16th May to 15th October.

Rates, \$3.00 per day and upwards, according to the rooms. Special rates by the week or month will be given on application to

"MANAGER Banff Springs Hotel, Banff, Alberta, N.W.T."

## THE LAKE LOUISE CHALET—LAGGAN, ALBA.

This quiet resting place in the mountains is situated on the margin of Lake Louise, about two and a-half miles distant from the station at Laggan, from which there is a good carriage drive and forms a convenient base from which to explore the Lakes in the Clouds.

Although comfortable beds and good plain meals are at the command of travellers, it is not exactly like the other chalet hotels, being rather intended as a resting place, affording meals, etc., to the tourist parties visiting the lakes in the Clouds. Open from about 15th June to 15th September only. Apply to

"MANAGER, Banff Springs Hotel, Banff, Alberta, N.W.T."

## MOUNT STEPHEN HOUSE—FIELD, B.C.

is a pretty chalet-like hotel, fifty miles west of Banff, in Kicking Horse Canon, at the base of Mount Stephen—the chief peak of the Rockies, towering 8,000 feet above. This is a favorite place for tourists, mountain climbers and artists, and sport is plentiful, Emerald Lake, seven miles away, being a capital fishing water.

The rates are three dollars per day, with special arrangements for parties stopping a week or longer. Apply to

"MANAGER, Mount Stephen House, Field, B.C."

## GLACIER HOUSE—GLACIER, B.C.

is situated in the heart of the Selkirk, within thirty minutes' walk of the Great Glacier, which covers an area of about thirty-eight square miles.

The hotel, which has recently been enlarged to accommodate the ever-increasing travel, is in a beautiful amphitheatre surrounded by lofty mountains.

The rates are three dollars per day and upwards, with special arrangements for parties stopping a week or longer. Address,

"MANAGER, Glacier House, Glacier, B.C."

## HOTEL REVELSTOKE—REVELSTOKE, B.C.

the gateway to the West Kootenay Gold fields. This fine new structure, picturesquely located in the basin between the Selkirk and Gold Ranges, is handsomely appointed and complete in all details found in leading modern hotels.

Rates three dollars per day, and upwards. Apply to

"MANAGER, Hotel Revelstoke, Revelstoke, B.C."

## THE FRASER CANON HOUSE—NORTH BEND, B.C.

130 miles east of Vancouver, is situated on the Fraser River and is managed with the same attention to the comfort of its patrons that pervades all branches of the Company's service. The scenery along the Fraser River is well described as "ferocious," and the hotel is a comfortable base from which to explore.

Rates, three dollars per day, with special arrangements for parties stopping a week or longer. Address,

"MANAGER, Fraser Canon House, North Bend, B.C."

## HOTEL VANCOUVER—VANCOUVER, B.C.

the Pacific Coast terminus of the Railway, is a magnificent hotel designed to accommodate the large commercial business of the city, as well as the great number of tourists who always find it profitable and interesting to make here a stop of a day or longer.

Regular rates, three dollars per day and upwards, with special terms for prolonged visits.

Address, "MANAGER, Hotel Vancouver, Vancouver B.C."

## PUBLICATIONS

"The New Highway to the Orient;" "Summer Tours;" "Fishing and Shooting, Canada;" "Fishing and Shooting—Quebec;" "Sportsman's Map;" "Westward to the Far East;" "East to the West;" "Guides to the Principal Cities of Japan and China;" "Time-Table with Notes;" "Around the World;" "Montreal;" "Quebec—Summer and Winter;" "Across Canada to Australia;" "Banff in the Canadian Rockies;" "Climates and Health Resorts of Canada;" "Hawaiian Islands;" "Swiss Guide" Folder. Also numerous pamphlets descriptive of Manitoba, the Canadian North-West Territories and British Columbia; "Western Canada;" "British Columbia;" "Gold in Kootenay and Cariboo;" "Klondike and Yukon Gold Fields;" "Alaska;" "The Gold Fields of New Ontario," etc. Most of these publications are handsomely illustrated, and contain much useful information in interesting shape.

Copies may be obtained FREE from Agents of the Company.

# CALENDAR

1899

| MAY |    |    |    |    |    |    | JUNE |    |    |    |    |    |    | JULY |    |    |    |    |    |    | AUGUST |    |    |    |    |    |    |   |
|-----|----|----|----|----|----|----|------|----|----|----|----|----|----|------|----|----|----|----|----|----|--------|----|----|----|----|----|----|---|
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| 7   | 8  | 9  | 10 | 11 | 12 | 13 | 4    | 5  | 6  | 7  | 8  | 9  | 10 | 2    | 3  | 4  | 5  | 6  | 7  | 8  | 6      | 7  | 8  | 9  | 10 | 11 | 12 |   |
| 14  | 15 | 16 | 17 | 18 | 19 | 20 | 11   | 12 | 13 | 14 | 15 | 16 | 17 | 9    | 10 | 11 | 12 | 13 | 14 | 15 | 13     | 14 | 15 | 16 | 17 | 18 | 19 |   |
| 21  | 22 | 23 | 24 | 25 | 26 | 27 | 18   | 19 | 20 | 21 | 22 | 23 | 24 | 16   | 17 | 18 | 19 | 20 | 21 | 22 | 20     | 21 | 22 | 23 | 24 | 25 | 26 |   |
| 28  | 29 | 30 | 31 | .. | .. | .. | 25   | 26 | 27 | 28 | 29 | 30 | 23 | 24   | 25 | 26 | 27 | 28 | 29 | 27 | 28     | 29 | 30 | 31 | .. | .. |    |   |
| ..  | .. | .. | .. | .. | .. | .. | ..   | .. | .. | .. | .. | .. | 30 | 31   | .. | .. | .. | .. | .. | .. | ..     | .. | .. | .. | .. | .. |    |   |

| SEPTEMBER |    |    |    |    |    |    | OCTOBER |    |    |    |    |    |    | NOVEMBER |    |    |    |    |    |    | DECEMBER |    |    |    |    |    |    |
|-----------|----|----|----|----|----|----|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|----------|----|----|----|----|----|----|
| S         | M  | T  | W  | T  | F  | S  | S       | M  | T  | W  | T  | F  | S  | S        | M  | T  | W  | T  | F  | S  | S        | M  | T  | W  | T  | F  | S  |
| ..        | .. | .. | .. | 1  | 2  | .. | 1       | 2  | 3  | 4  | 5  | 6  | 7  | ..       | .. | 1  | 2  | 3  | 4  | .. | ..       | .. | .. | 1  | 2  | 3  | 4  |
| 3         | 4  | 5  | 6  | 7  | 8  | 9  | 8       | 9  | 10 | 11 | 12 | 13 | 14 | 5        | 6  | 7  | 8  | 9  | 10 | 11 | 3        | 4  | 5  | 6  | 7  | 8  | 9  |
| 10        | 11 | 12 | 13 | 14 | 15 | 16 | 15      | 16 | 17 | 18 | 19 | 20 | 21 | 12       | 13 | 14 | 15 | 16 | 17 | 18 | 10       | 11 | 12 | 13 | 14 | 15 | 16 |
| 17        | 18 | 19 | 20 | 21 | 22 | 23 | 22      | 23 | 24 | 25 | 26 | 27 | 28 | 19       | 20 | 21 | 22 | 23 | 24 | 25 | 17       | 18 | 19 | 20 | 21 | 22 | 23 |
| 24        | 25 | 26 | 27 | 28 | 29 | 30 | 29      | 30 | 31 | .. | .. | .. | 26 | 27       | 28 | 29 | 30 | .. | .. | 24 | 25       | 26 | 27 | 28 | 29 | 30 |    |
| ..        | .. | .. | .. | .. | .. | .. | ..      | .. | .. | .. | .. | .. | .. | ..       | .. | .. | .. | .. | .. | 31 | ..       | .. | .. | .. | .. | .. |    |

1900

| JANUARY |    |    |    |    |    |    | FEBRUARY |    |    |    |    |    |    | MARCH |    |    |    |    |    |    | APRIL |    |    |    |    |    |    |   |
|---------|----|----|----|----|----|----|----------|----|----|----|----|----|----|-------|----|----|----|----|----|----|-------|----|----|----|----|----|----|---|
| S       | M  | T  | W  | T  | F  | S  | S        | M  | T  | W  | T  | F  | S  | S     | M  | T  | W  | T  | F  | S  | S     | M  | T  | W  | T  | F  | S  |   |
| ..      | 1  | 2  | 3  | 4  | 5  | 6  | ..       | .. | .. | .. | 1  | 2  | 3  | ..    | .. | .. | .. | .. | 1  | 2  | ..    | .. | .. | .. | 3  | 4  | 5  | 6 |
| 7       | 8  | 9  | 10 | 11 | 12 | 13 | 4        | 5  | 6  | 7  | 8  | 9  | 10 | 3     | 4  | 5  | 6  | 7  | 8  | 9  | 7     | 8  | 9  | 10 | 11 | 12 | 13 |   |
| 14      | 15 | 16 | 17 | 18 | 19 | 20 | 11       | 12 | 13 | 14 | 15 | 16 | 17 | 10    | 11 | 12 | 13 | 14 | 15 | 16 | 14    | 15 | 16 | 17 | 18 | 19 | 20 |   |
| 21      | 22 | 23 | 24 | 25 | 26 | 27 | 18       | 19 | 20 | 21 | 22 | 23 | 24 | 17    | 18 | 19 | 20 | 21 | 22 | 23 | 21    | 22 | 23 | 24 | 25 | 26 | 27 |   |
| 28      | 29 | 30 | 31 | .. | .. | .. | 25       | 26 | 27 | 28 | 29 | .. | .. | 24    | 25 | 26 | 27 | 28 | 29 | 30 | 28    | 29 | 30 | .. | .. | .. | .. |   |
| ..      | .. | .. | .. | .. | .. | .. | ..       | .. | .. | .. | .. | .. | 31 | ..    | .. | .. | .. | .. | .. | .. | ..    | .. | .. | .. | .. | .. |    |   |

## TIME

The 24-hour system is used at all C. P. Ry. Stations Fort William and west, and the hours from noon to midnight will be from 12 to 24 o'clock.

- STANDARD TIME** is in use on all parts of the line as follows:
- EASTERN TIME.**—On C.P.Ry. East of Fort William and Detroit.
  - CENTRAL TIME.**—Fort William to Brandon, including Manitoba branches.
  - MOUNTAIN TIME.**—Brandon to Laggan and branches.
  - PACIFIC TIME.**—Laggan to Vancouver and branches.

Thus, when it is 12 noon at Montreal, - Eastern Time,  
 it is 11 o'clock at Winnipeg, Central "  
 " 10 " Regina, Mountain "  
 " 9 " Vancouver, Pacific "

Adelaide,  
 Auckland  
 Baltimore  
 Bombay..  
 Boston..  
 Brisbane,  
 Brookville  
 Buffalo,  
 Calcutta,  
 Chemnitz  
 Chicago,  
 Colombo  
 Detroit,  
 Duluth,  
 Glasgow  
 Halifax,  
 Hamilton  
 Hobart,  
 Hong K  
 Honolulu  
 Kingston  
 Kobe,  
 Liverpo  
 London  
 London  
 Malta,  
 Melbour  
 Minnea  
 Montrea  
 New Y  
 New Y  
 Niagar  
 Ottaw  
 Paris,  
 Philad  
 Pittsb  
 Portla  
 Portla  
 Pt. R  
 Quebe  
 Sault  
 Sherb  
 St. J  
 St. P  
 San  
 Seat  
 Shan  
 Sydne  
 Thos  
 Toron  
 Van  
 Victo  
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 Wel  
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 Yok

# AGENCIES

|                         |           |  |
|-------------------------|-----------|--|
| Adelaide, .....         | Aus.      | Australian United Steam Nav. Co.   |
| Anokland, .....         | N.Z.      | { New Zealand Shipping Co.<br>Thos. Cook & Son.  |
| Baltimore, .....        | Md.       | C. G. Osburn, Frt. & Pass. Agt., 129 E. Baltimore St.  |
| Bombay, .....           | India.    | Thomas Cook & Son, 13 Rampart Row.   |
| Boston, .....           | Mass.     | { H. J. Colvin, District Pass. Agt., 197 Washington St.<br>W. Benson, City Pass. Agent, 197 Washington St.   |
| Brisbane, .....         | Qd.       | The British India & Queensland Agency Co., Ltd.  |
| Brookville, .....       | Ont.      | { G. E. McGlade, Ticket Agt., Cor. King St. and Court<br>House Ave.  |
| Buffalo, .....          | N.Y.      | A. J. Shulman, City Pass. and Frt. Agt., 233 Main St.  |
| Calcutta, .....         | India.    | { Sydney Haywood, 30 Dalhousie Square.<br>Thomas Cook & Son, 11 Old Court House Street.  |
| Chemulpo, .....         | Korea.    | Holme, Ringer & Co.  |
| Chicago, .....          | Ill.      | { J. Francis Lee, General Agent, Passenger Dept., 228<br>South Clark St.<br>C. J. Williams, City Pass. Agent, 228 South Clark St.<br>W. A. Kittermaster, General Agent, Freight Dept.,<br>234 La Salle Street. |
| Colombo, .....          | Ceylon.   | Thos. Cook & Son (E. B. Creasey).  |
| Detroit, .....          | Mich.     | { A. E. Edmonds, City Pass. Agent, 11 Fort St. West.<br>M. H. Brown, Dist. Frt. Agent, 11 Fort St. W.  |
| Duluth, .....           | Minn.     | T. H. Larke, 426 Spalding House Block.   |
| Glasgow, .....          | Scotland. | A. Baker, European Traffic Agt., 67 St. Vincent St.  |
| Halifax, .....          | N.S.      | J. D. Chipman, Ticket Agent, 107 Hollis St.  |
| Hamilton, .....         | Ont.      | W. J. Grant, Commercial Agent, cor. King & James Sts.  |
| Hobart, .....           | Tasmania. | C. E. Knight & Co.   |
| Hong Kong, .....        |           | D. E. Brown, General Agent, China, Japan, etc.   |
| Honolulu, .....         | H. I.     | T. H. Davies & Co.   |
| Kingston, .....         | Jamaica.  | Gerald A. Morals, Cor. Port Royal and Orange Sts.  |
| Kobe, .....             | Japan.    | F. S. Morse.   |
| Liverpool, .....        | Eng.      | A. Baker, European Traffic Manager, 7 James St.  |
| London, .....           | Eng.      | { " " " " 67, 68 King William St., E. C.<br>and 30 Cockspur St., S. W.   |
| London, .....           | Ont.      | T. R. Parker, City Passenger Agent, 161 Dundas St.   |
| Malta, .....            |           | Turnbull, Jr., & Somerville, Correspondents.   |
| Melbourne, .....        | Aus.      | Australian United Steam Nav. Co. Thos. Cook & Son.   |
| Minneapolis, .....      | Minn.     | W. B. Chandler, Agent, Soo Line, 119 South Third St.   |
| Montreal, .....         | Que.      | W. F. Egg, City Pass. Agt., 129 St. James St.  |
| New Whatcom, .....      | Wash.     | W. H. Gordon, Passenger Agent, 1293 Dock St.   |
| New York, .....         | N.Y.      | { E. V. Sklamer, Gen. Eastern Agt., 353 Broadway.<br>Land and Emigration Office, 1 Broadway.   |
| Niagara Falls, .....    | N.Y.      | D. Isaacs, Prospect House.   |
| Ottawa, .....           | Ont.      | Geo. Duncan, City Pass. Agt., 42 Sparks St.  |
| Paris, .....            | France.   | { Hernu, Peron & Co. } 61 Boulevard Haussmann and<br>Ticket Agents, } 95 Rue des Marais, St. Martin.<br>International Sleeping Car Co., 3 Place de l'Opera.  |
| Philadelphia, .....     | Pa.       | H. McMurtrie, Frt. and Pass. Agt., 3rd & Chestnut Sts.   |
| Pittsburg, .....        | Pa.       | F. W. Salebury, Commercial Agent, 409 Smith Building.  |
| Portland, .....         | Me.       | G. H. Thompson, Ticket Agent, Maine Central Rd.<br>Union Depot.  |
| Portland, .....         | Cre.      | H. H. Abbott, Freight and Pass. Agent, 146 Third St.   |
| Pt. Townsend, .....     | Wash.     | William A. Pfeiffer, 106 Taylor St.  |
| Quebec, .....           | Que.      | E. H. Crean, City Pass. Agt., Opp. Post Office.  |
| Sault Ste. Marie, ..... | Mich.     | T. R. Harvey, 107 Portage Ave. West, and S.S. Wharf.   |
| Sherbrooke, .....       | Que.      | W. H. Bottum, City Pass. Agent, 6 Commercial St.   |
| St. John, .....         | N.B.      | W. H. C. Mackay, City Tkt. Agent, Chubb's Corner   |
| St. Paul, .....         | Minn.     | H. E. Huntington, Agent, Soo Line, Hotel Ryan,<br>308 Robert Street.   |
| San Francisco, .....    | Cal.      | { M. M. Stern, Dist. Frt. & Pass. Agt., Chronicle Bldg<br>Goodall, Perkins & Co., Agts. P. C. S. S. Co., 10 Market St.   |
| Seattle, .....          | Wash.     | W. R. Thomson, Mutual Life Bldg, 609 Fifth Ave.  |
| Shanghai, .....         | China.    | Jardine, Matheson & Co.  |
| Sydney, .....           | Aus.      | Burns, Philip & Co., Ltd.  |
| Tacoma, .....           | Wash.     | F. R. Johnson, Frt. & Pass. Agt., 1023 Pacific Ave.  |
| Toronto, .....          | Ont.      | C. E. Bunting, City Ticket Agent, 1 King Street E.   |
| Vancouver, .....        | B.C.      | James Sciater, Ticket Agent.   |
| Victoria, .....         | B.C.      | B. W. Greer, Frt. & Pass. Agt., Government St.   |
| Washington, .....       | D.C.      | W. W. Merkle, Frt & Pass. Agt., 1229 Pennsylvania Av.  |
| Wellington, .....       | N. Z.     | New Zealand Shipping Co.   |
| Winnipeg, .....         | Man.      | W. M. McLeod, City Ticket Agt., cor. Main St. and<br>McDermott Ave.  |
| Yokohama, .....         | Japan.    | Wm. T. Payne, Gen. Traffic Agt. for Japan, 14 Bond.  |

UST

| V | T  | F  | S  |
|---|----|----|----|
| 2 | 8  | 4  | 5  |
| 9 | 10 | 11 | 12 |
| 6 | 17 | 18 | 19 |
| 3 | 24 | 25 | 26 |
| 0 | 31 |    |    |

EMBR

| V | T  | F  | S  |
|---|----|----|----|
|   |    | 1  | 2  |
| 6 | 7  | 8  | 9  |
| 3 | 14 | 15 | 16 |
| 0 | 21 | 22 | 23 |
| 7 | 28 | 29 | 30 |
|   |    |    |    |

RIL

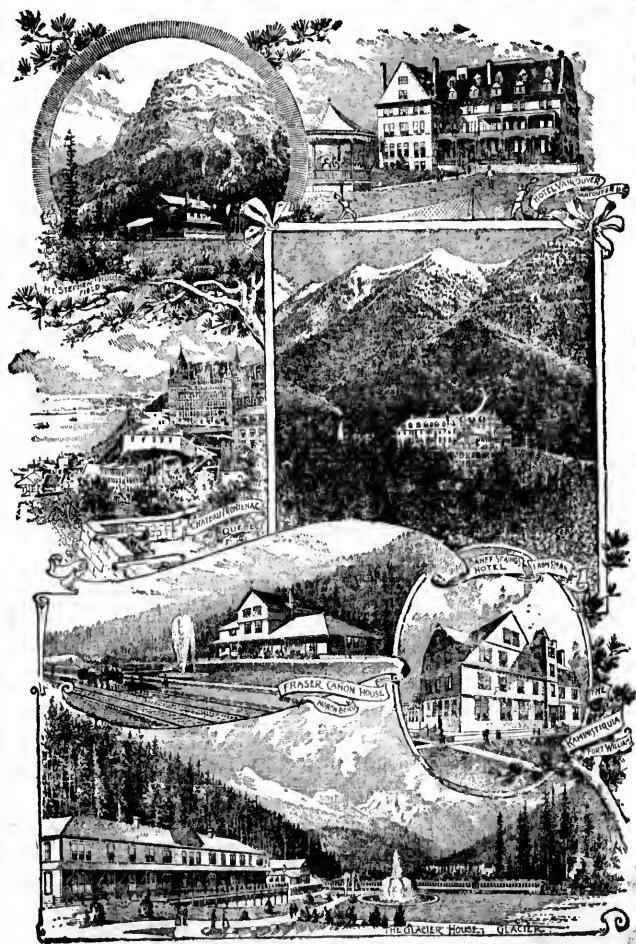
| V  | T  | F  | S  |
|----|----|----|----|
| 4  | 5  | 6  |    |
|    | 1  | 12 | 13 |
| 18 | 19 | 20 |    |
|    | 26 | 27 |    |
|    |    |    |    |

Fort will

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# Canadian Pacific Railway Hotels



**MT. STEPHEN HOUSE.** Field.  
**HOTEL VANCOUVER.** Vancouver.  
**CHATEAU FRONTENAC.** Quebec.  
**BANFF SPRINGS HOTEL** (From Rear).  
**FRASER CANON HOUSE.** North Bend.  
**THE KAMINISTQUIA.** Fort William.  
**THE GLACIER HOUSE.** Glacier.

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